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GIULIA



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The Lohdown



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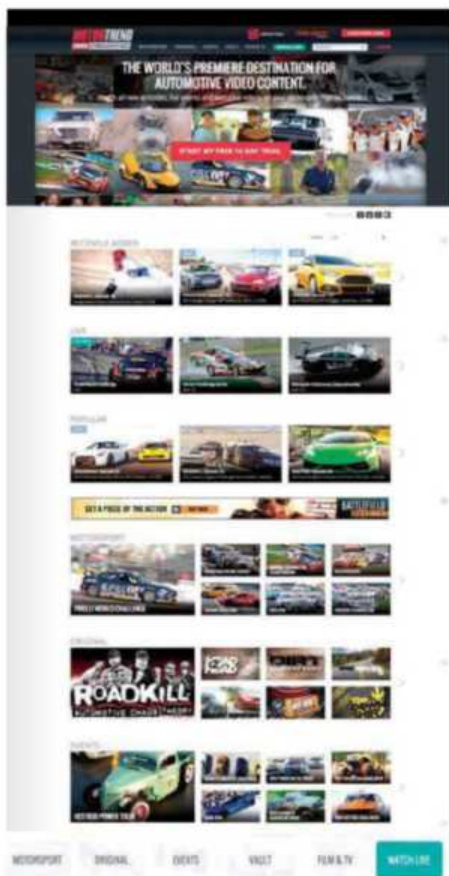
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ALFA ROMEO GIULIA

ALFA'S REALLY, FINALLY BACK



A Ferrari-inspired 3.0-liter, twin-turbo six-cylinder producing 503 horsepower. If that doesn't convince you that Alfa Romeo's just-released Giulia sedan in top-spec, M3-crushing Quadrifoglio trim isn't a serious contender, you might want to check your pulse. Oh, and the Giulia will hit 60 in just 3.9 seconds.

After years of speculation, Alfa Romeo finally raised the curtain on its new sedan to much fanfare. The all-new Giulia represents the first step in a complete overhaul of the brand in an effort to take on premium German rivals such as BMW, Mercedes, and Audi that have long since surpassed the

Italian automaker in sales. The Giulia also represents the first mainstream Alfa Romeo model to be sold in the North American market since the brand left in the mid-1990s.

Although we only got a preview of the M3-fighting RWD Quadrifoglio, Alfa plans to release a whole range of Giulias, starting with a 1.4-liter, turbocharged, four-cylinder base model. Four- and six-cylinder diesel variants will also be made, but it's not clear whether they will come to American shores.

Mechanically, the Giulia ticks off all the right boxes. Alfa promises



DRIVER FOCUSED
Alfa's new interior design tilts everything toward the driver and keeps controls simple and minimal.





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THEY SAY P22 INTERVIEW HARALD WESTER, CEO MASERATI, ALFA

YOUR SAY P24 READERS TALK BACK

the car will have a perfect 50/50 weight distribution for neutral handling at the limit. To keep weight in check, the car will feature lightweight materials. Aluminum was used extensively in the engine, brakes, suspension, and body components. Meanwhile, the propeller shaft, hood, and roof are all made out of carbon fiber. With powerful engines such as the 503-hp, twin-turbo six-cylinder, Alfa promises best-in-class power-to-weight ratios.

The car will feature a unique control-arm suspension up front for optimized road feel and a steering rack that promises to be the quickest in its class. To increase high-speed stability, the car produces down-force with an active front splitter and a massive diffuser in back.

There's a clear focus inside on prioritizing the driver. The fat steering wheel is F1-inspired with a large red starter button. The console features a simplified driver input knob known as Alfa DNA where the driver can select a variety of driving modes, with Race the most aggressive setting.

When Fiat Chrysler CEO Sergio Marchionne took the stage to

introduce the sedan to the press, he made it clear that this is the beginning of a rebirth of the Alfa Romeo brand, a rebirth that will spawn seven models over the next three years and could boost worldwide sales from 68,000 in 2014 to more than 400,000, with 150,000 in the North American market. An overly ambitious plan? Only time will tell.

Although we walked away from this preview of the Giulia impressed, the question here is how much of its cutting-edge technology and style will trickle down to the lesser non-Quadrifoglio variants, as those will be the volume-sellers. For American buyers who have lost touch with the Alfa Romeo brand, the Giulia will need to be impressive in all trim levels, and that is no easy task.

Jim Gleason

**FIRST
LOOK**



Intake

New Electric Car Company Emerges: Faraday Future



There's a new EV car company called Faraday Future that was founded in 2014 in California. FF—as it prefers to be called—resides in the former Nissan research and design building in Gardena, California. FF currently has 200 employees and is hiring about 10 a week. It claims it'll have 300 employees by 2016. It also claims that its first car will be “out by 2017.” Out as in you will be able to buy one and park it in your garage. This is a tenuous claim at best, as FF hasn't even secured a factory location yet. However, all signs point to the first FF model being built by a U.S. contract manufacturer, though FF won't say who. Some major components might be built in other countries.

We know very little about the initial FF car other than it will have four wheels, look something like a high-riding sedan, and have no internal combustion parts whatsoever. The small rendering of the rear of the car on their website supposedly gives a pretty good indication of what the first FF will look like from behind. Kind of like a low-slung BMW X6 to these eyes. FF claims this car (no name yet) will be the first vehicle on offer, with other models to come. FF is also claiming that its cars will be as much about Silicon Valley-style technological innovation as they are good, old-fashioned personal transportation.

Of course, we've all heard huge claims like these before. Electric car, defining the future, redefining the automobile, fully connected to the world at large (and the owner's Phablet)—there are probably half a dozen such companies announced per year, and sooner than later they all show their true vaporware colors. Is there something different about FF, a company that is refusing to even mention the name of its current CEO? Yes. Yes there is.

ELECTROMAGNETISM



NAMESAKE Faraday Future is named for 19th-century English scientist Michael Faraday, a pioneer of electromagnetic motors and a man so influential in chemistry and physics that Einstein kept a photo of him on his wall.

THE FF BULLPEN. CHECK IT OUT

- **Nick Sampson** product architect; former vehicle and chassis engineering for Tesla Model S
- **Richard Kim** head of design; designer of the BMW i8 Concept and BMW i3 Concept
- **Silva Hiti** senior director of powertrain; former lead powertrain engineer for the Chevy Volt
- **Pontus Fontaeus** interior design; formerly of Lamborghini, Ferrari, and Land Rover
- **Page Beermann** exterior design chief; former creative director at BMW
- **Porter Harris** batteries; formerly of SpaceX

Speaking of batteries, here's what we know about the upcoming FF battery solution:

- It will have 15 percent higher specific energy than a Tesla Model S 85-kW-hr pack, but there's no word yet how FF will exploit this advantage in terms of range increase or mass reduction.
- It's a multi-cell solution, like Tesla's.
- The company is aiming for the highest energy density (cubic volume) and specific energy (mass) vehicle on the market.
- It will be single-cell, thermal-runaway fault tolerant (will not propagate to other cells).
- Single or groups of cells can be replaced.
- Module designed for mass production, using new processes and technologies.
- Same battery design to be used in all vehicles with only a change in capacity (no change in voltage).
- The higher energy density allows for larger crumple zones than on the Tesla Model S.

In addition to Sampson, FF employs a “boatload of former Tesla employees,” including people from HR, manufacturing, and purchasing. Those are some auto-industry heavy-hitters. Still, the last time we spoke with Elon Musk, he told us he sleeps on Sundays. Meaning, I sure would love to know who is running this organization. FF is of course claiming to be quite well-funded and claims an eight-person marketing team. When I pushed about not only the viability of the company but also the reality of launching a car in 2017, FF was blunt. “We're not Tesla,” said Marcus Nelson, head of corporate communications, “but we're not Fisker, either. We're not fucking around.”

Jonny Lieberman

MIKE CONNOR

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Will it or won't it happen? **Hyundai Motor America really wants to build its tiny pickup, the Santa Cruz**, but still hasn't gotten its South Korean bosses to buy into the idea. The Santa Cruz Concept debuted at the Detroit auto show to much critical acclaim, but that hasn't convinced top officials in Seoul that the project is worthwhile. However, that hasn't deterred American executives in trying to convince its overseas leaders. “We'd love to build it, and everyone here supports the idea,” one executive said. “We just have to create a workable business plan for it.” ...Also from the “need workable business plan” department comes news **Mazda hasn't fully ruled out bringing the 1.5-liter Miata to the U.S.** Original plans kept it overseas, but an even lighter curb weight, better fuel economy, and a lower starting price are all incentives to sell it here... **The Subaru XV Crosstrek isn't having any trouble** with its business plan. Who knew a 1-inch lift and some plastic cladding could do so much? Subaru XV Crosstreks are leaving dealer lots quickly, but a Subaru of America executive told us the XV could be improved under the hood. Our friend at Subaru acknowledges that the 148-hp Crosstrek is painfully slow. Subaru of America fought parent company Fuji Heavy Industries hard to put a detuned Forester XT turbocharged engine in the XV Crosstrek, but Japan doesn't see the logic in adding another engine to the lineup. Subaru Japan's reasoning? “People already buy it; why spend the money?” Although the current-generation XV Crosstrek might not be getting any drastic changes during this life cycle, our friend notes that **the next-generation Crosstrek will be further differentiated from the Impreza** it's based on, becoming more of its own unique model...Speaking of turbocharged engines from Japan, you shouldn't be surprised to hear **Toyota is working on a new 3.0-liter, twin-turbo V-6 engine**. Why? Power and fuel economy gains, officially, but really, it's the same reason as everyone else: China's tiered displacement tax, which heavily penalizes cars with engines greater than 3.0 liters in displacement.

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We Say...



Ron Kiino
THE KIINOTE

The Heart of Godzilla

The Surgical Precision of Takumi



When not at his day job, 55-year-old Takumi Kurosawa enjoys surfing eBay for parts for his beloved 1987 Nissan

300ZX, which he bought in California and had shipped back to Japan. He knows the Z inside and out and can repair any part of the car all by himself, a welcome benefit of being a former Z engine builder. His current job? Overseeing Nissan's ultra-select group of *takumi*—it means artisan in Japanese, and yes, that's his real name—the five folks tasked with hand-assembling the 545-600-horsepower, VR38DETT, 3.8-liter, twin-turbo V-6 in Nissan's GT-R supercar.

The VR engine assembly takes place inside Nissan's Yokohama Plant No. 2, a large, nondescript white and gray facility that also houses production of the MR engine family (1.6-, 1.8-, and 2.0-liter I-4s), whose production is almost entirely automated. In fact, one MR engine rolls off the line every 46 seconds. The VR, conversely, is nearly 100 percent hand-built, one coming out of the 30-by-30-foot clean-room production site every 60 minutes. "*Takumi* are not meant to be productive in quantity," Kurosawa-san says, "but in quality. They must extract 100 percent of power from the engine—every time." Further, a *takumi* must be able to do it all—to know and build every aspect of the VR engine—and possess the intangible "fingertip feel," the ability to sense millimeter tolerances by touch. No wonder it

takes around 30 years to reach *takumi* status. Kurosawa-san appears proud when he says, "I was one of the fastest—at 25 years."

Before entering the VR room, I'm asked to don a lab coat and shoe covers

"to prevent contamination," Kurosawa-san tells me. I'm a bit surprised I wasn't asked to perform an iodine scrub. Inside, the VR room is immaculate and hospital-clean, and compared to the clang of the robotic MR line, it's eerily quiet. Temperature, humidity, and ambient pressure are all monitored and adjusted to prevent contamination and swelling in the 80 percent aluminum VR. Three people—two *takumi* and one *takumi*



ARTISANS Kurosawa-san (second left) oversees the *takumi*. Shioya-san (left) built the VR in the GT-R NISMO from 2014's Best Driver's Car.

A *takumi* must be able to do it all and possess the intangible "fingertip feel."

in training—are heads down, diligently working away. At station one, or Cylinder Block Assembly, a *takumi* is inserting the steel crankshaft into the aluminum block. (The two pieces spend seven and four hours, respectively, in a special acclimation room prior to coming onto the line.) After joining the two, the *takumi* turns the crankshaft with his wrist—requiring roughly 2.2 lb-ft of torque—to detect any possible contamination, e.g., a speck of metal.

Nearby, 26-year-old trainee Yumika Takechi, formerly the No. 1 QR engine builder in the world, is at station three (Bare Engine Assembly) testing valve clearance. Using an array of 0.27-0.37mm thickness gauges, or what look like oversized metal tongue depressors, she inserts the thin strips between the cams and valve tappets and measures the resistance with her fingertips. Her allowable

variance is 10 millimeters. She performs clearances for each valve twice and jots them down on a chart. Her *takumi* shadow checks the work and signs off on everything. For now, his \$600 aluminum plaque will be the one affixed to the finished product. But if all goes well, in 20-some years her plaque will be the one used, making her the first female *takumi*.

After visiting five stations within the clean room, the VR exits outside, where the external parts—turbos, manifolds, electrical plugs, ignition coils—are attached. From there, the VR is carted off to another building for the final station, the Power Test, a 33-step process that checks everything from oil and water temp and engine speed to valve timing and vibration and sound. On average, 10 gallons of 99-octane gas are used for every Power Test.

The VR that beats inside Godzilla is awesomely impressive and awesomely consistent. Every GT-R we've tested over the years has had one thing in common: They have all been crazy quick, usually hitting 60 mph in less than 3.0 seconds and the quarter mile in the 11s. Awesomely impressive. Awesomely consistent. Exactly what it takes to be a *takumi*. ■



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We Say...



Frank Markus
TECHNOLOGUE

Illustration Samuel A. Minick

Keep on Truckin'... at double-digit mpg



You'd be forgiven for missing a piece of government news at the end of June that was drowned out by the considerable commotion caused by some momentous Supreme Court verdicts. The EPA's proposed fuel efficiency and carbon pollution standards for heavy-duty trucks didn't make front-page/top-of-the-hour news headlines, and because very few of you drive big-rig trucks for a living, you probably didn't pay much attention. But the implications are huge, and they will affect all of us.

These Phase 2 standards build on those phasing in between 2014 and 2018 that will result in a 16 percent reduction in fuel use relative to 2010 levels. The new ones take effect from 2021 to 2027, reducing Class 7 and 8 semi-tractor consumption by a further 24 percent via any means feasible:

aerodynamics, engine, driveline, low-resistance tires, etc. Trailers will also be tasked with contributing an 8 percent reduction in consumption with aero aids, self-inflating low-resistance tires, and weight reduction. If an average 2010 big-rig was getting 6 mpg, the 2027 one should be getting better than 10. The EPA makes some impressive claims for how this proposed legislation (which covers most heavy-duty pickups, vans, work trucks, and buses) will reduce energy use over the working lifetime of the entire 2027 new-truck fleet: 1 billion metric tons less CO₂, \$176 billion less spent on fuel, and 1.8 billion fewer barrels of oil consumed. That's about equal to the CO₂ emitted to power every U.S. household combined per annum.

Car buyers in a cheap-gas world care little about CAFE regs and are resistant to paying for modest fuel-economy gains, but fuel costs are a huge budget item for long-haul truckers. These regulations are therefore meeting with less resistance, in large part because the estimated cost of compliance is forecast to be paid back by fuel savings in about two years—good news for long-haul truck purchasers, who don't typically replace their trucks until after four or five years.

Coincidentally, at about the time these new regs were announced, I had a chance to chat

with David Johnson, CEO of Achates Power Inc., about an engine designed to help meet these regs. I covered it briefly in an April 2014 SAE roundup. His company is now working with multiple manufacturers to develop and license its novel two-stroke opposed-piston diesel, which can replace a conventional four-stroke diesel improving fuel economy by a reported 20-30 percent.

Each cylinder is fitted with two opposed pistons. Unlike the similar EcoMotors and APT opposed-piston opposed-cylinder (OPOC) designs, which arrange pairs of opposed-piston cylinders around a central crankshaft (using really long connecting rods for the outer pistons), Achates uses a crankshaft at each end of the cylinders, gearing them together on one side of the engine. Nearing bottom dead-center of their travel, each piston exposes a ring of intake or exhaust ports, the latter exposed slightly sooner. Turbo- and supercharged intake air pushes the exhaust out, and direct fuel injection very near top-dead-center ensures that very few unburned hydrocarbons flow out with the exhaust.

With a lower surface-area-to-cylinder-volume ratio, the design has much higher thermal efficiency and lower combustion temperatures, which places less stress on the catalyst's precious metals that oxidize the various pollutants. Lower peak pressures and fuel injectors aimed to miss hot surfaces lower NO_x and particulate emissions. These

features reduce exhaust after-treatment cost and size by 30 percent. Deleting the valvetrain and cylinder head(s) lowers tooling cost and roughly offsets the parts cost of the extra crankshaft and its geartrain. Machining and assembly are largely adaptable to

current factory equipment.

Achates envisions engines ranging from one cylinder/50 hp to 12 cylinders/1,000 hp, but expect the first ones to look something like its 4.9-liter, 275-hp, 811-lb-ft three-cylinder, which is claimed to be 20 percent more efficient than Ford's 6.7-liter commercial PowerStroke turbodiesel V-8 (300 hp/660 lb-ft). If Achates keeps the cost penalty as low as Johnson suggests, we can all expect to be paying a little less for everything that gets shipped come 2021. ■

The 2027 new-truck fleet could burn 1.8 billion fewer barrels of oil, saving \$176 billion on fuel.



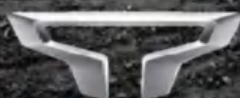


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¹Available engine. ²Estimated towing capacity on select trims based on Nissan internal testing. ³The 2016 Nissan TITAN is not yet available for purchase. Expected availability in December 2015. Pre-production model shown; see actual production vehicle when available for final details on features. See Nissan Towing Guide and Owner's Manual for proper use. Cargo and load capacity limited by weight and distribution. Always secure all cargo. Heavy loading of the vehicle with cargo, especially on the roof, will affect the handling and stability of the vehicle. Always wear your seat belt, and please don't drink and drive. ©2015 Nissan North America, Inc.

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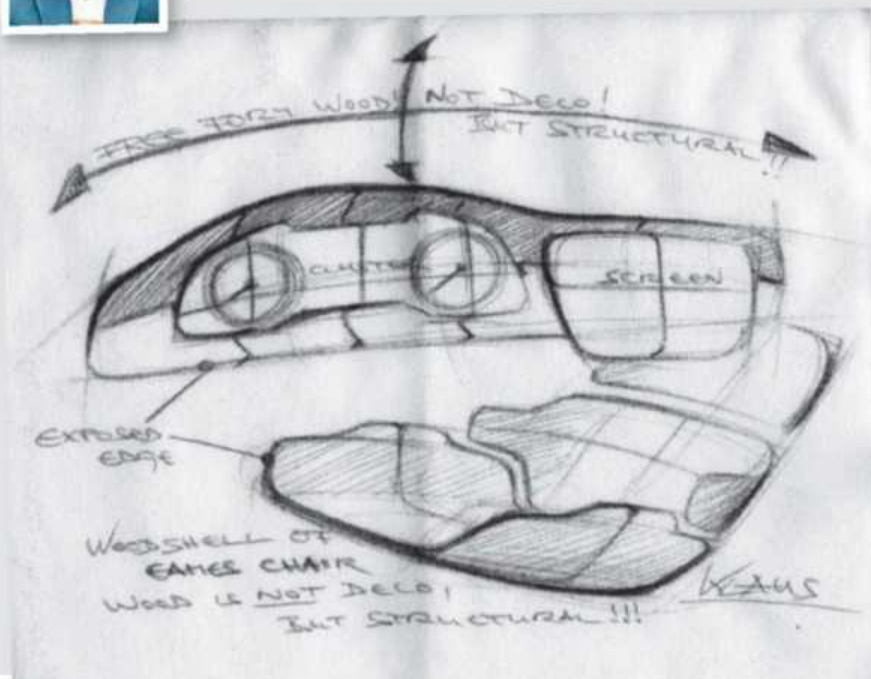
Galpin Auto Sports' car designer, Doug Breuninger, squeezes his love for cars, art, and design onto 3-by-3-inch pieces of artwork. Don't wanna squint? Check out his 20-by-40-inch posters, too.



BACK OF THE NAPKIN

KLAUS BUSSE, VP INTERIOR DESIGN, FCA

Klaus Busse is a car guy with exceptional taste and style, which is no surprise—he's VP of interior design at FCA. His sketch of an instrument cluster concept for the Chrysler 200, inspired by the iconic Eames lounge chair, demonstrates how a beautiful, natural material such as wood can be used as a structural element.



From the *Motor Trend* Archive...

REARVIEW

BIG CHANGES FOR '66!

NEW CARS! DETAILS! PHOTOS!
1966 TESTS: FAIRLANE '390'
BELVEDERE 'HEMI-426'
DODGE'S '66½ CHARGER!



50

OCTOBER 1965

PRICE: \$0.50

Some big cars got big changes for the 1966 model year. Although the bulk of the issue

focused on changes to the Ford Galaxie, Dodge Polara, and Plymouth Belvedere, we also tested a 1966 Ford Fairlane GTA. Ford designed the Fairlane's three-speed automatic to allow the driver to manually shift the transmission, finally a common feature 50 years later.



30

OCTOBER 1985

PRICE: \$2.00

My, how times have changed. Our October '85 cover featured the new Corvette Convertible, which with its 140-mph top speed was the record holder for fastest roadster on Earth.



10

OCTOBER 2005

PRICE: \$4.99

"Sell the Ferrari!" we declared, as this issue saw our First Test of the C6 Corvette Z06. Elsewhere in this issue, we rated all 168 new cars for the 2006-2007 model years and compared some Euro exotics.



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They Say Harald Wester



MASERATI LEVANTE
Formerly the Kubang.

CEO, MASERATI AND ALFA ROMEO



Warm and approachable, Harald Wester is the easygoing chief technology officer at Fiat Chrysler Automobiles and head of the Maserati and Alfa Romeo brands, where he walks a fine line between enhancing performance and luxury stats without diminishing the driving experience. He spoke with *Motor Trend* as head of Maserati and enlightened us on the brand's near and distant product and technology future.

MT Maserati has reached further down the market than before. Will this continue?

HW: We will never, ever compete on price. Because you never come back. Once you spoil the brand, you are done.

So the Ghibli is as small as you'll go in price and size?

We will not go to a compact sedan. The perfect range, for the time being, is full-size, large sedans, luxury SUV, sport coupe, and convertible, plus a GranTurismo because, let's say, that is ... one of the iconic products of the brand.

The GranTurismo has been out for a while now. Is it due for a replacement soon?

GranTurismo and GranTurismo Convertible are still doing well. This is always our objective when we start something new: It's a timeless beauty. If you look at the car today, it still doesn't look old. We are working on the model years '15 and '16, and then I think we're going to carry these forward to autumn 2016 at least. Then we should be ready with Alfieri, and then soon afterward a successor of the GranTurismo.

You have a luxury SUV coming out. Could it be your best-seller?

Yes, I think so. It should be, based on the figures. The global luxury car market this year should be in the range of 1 to 1.5 million. The SUVs are the most important portion of this, in the range of 50 percent, predominantly in the two biggest markets: the U.S. and China.

Given that, do you see the need for another SUV in the lineup?

One is enough for the time being.

Has there been resistance to the downsizing of engines?

No. They are too good. No one complains.

Interview



If you are in the race to be the quickest and the most powerful, you will only be in the lead for a week."

I don't remember precisely, but I think actually in the Quattroporte range in the U.S., we sell 85 percent V-6.

Will you need to invest in even smaller engines in the future?

No. We will further improve our engines, and the next step will be hybrids. But I don't see us, for the time being, selling four-cylinder Maseratis. You should never say no. These are for certain times and for certain moments. Let the gas prices go to European levels like we had last summer. If we would get there, we were at 2 euros a liter ... 10 bucks a gallon. Everybody would love a four-cylinder Ghibli—potentially—because the entire industry will go there. The only answer we would have would be a plug-in hybrid or a four-cylinder or, even worse, a four-cylinder plug-in hybrid.

But you do see the hybrid as the solution?
Intermediate, yes. The distant future is fuel cell.

Over batteries?

Absolutely. What the hell do you want with 400 kilos [882 pounds] of battery driving around? No.

Fuel cells, a battery, and an electric drivetrain all add up. ...

Small, it can be made small. You need to bring the fuel cells to a certain technical and performance level so that you can keep the buffer battery relatively low. The fuel cell should generate, in low-energy-demand situations, everything you need to run the vehicle, and in other situations you buffer what it can't supply with the battery.

Is this a big challenge for a performance brand?

Well, this is 20 years from now and beyond. I believe we will have the coexistence between various technologies for a long period of time, so if you are the super performance freak, it's feasible you go to a high-performance hybrid like LaFerrari. If you are not the super performance freak, you will potentially take the hybrid Maserati, which gives you a decent, Maserati-like performance but not over the edge.

"Not over the edge"—is that how you'd describe Maserati's style?

I think so. We always pointed on the total package because if you are in the race to be the quickest and the most powerful, you will be only in the lead for a week. And then somebody else comes along and creates something fantastic like the Charger Hellcat.

Maserati's made it clear you focus on driver involvement and don't invest as much in driver assistance.

We are, and we will offer—we will go with the Levante with the first rollout of more advanced systems. Adaptive stop-and-go cruise control, the first step of autonomous driving, and so on. Because it's part of the safety strategy of the future, and it's becoming an indispensable attribute of any type of product. Usually people who are choosing our cars, they want to drive. They want to be involved. They don't want to be driven. We will never be a full frontrunner on these gimmicks. **Scott Evans**

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Sunday, 9/13

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- Tickets: \$15 for 13 and above/Children 12 and under free

RACE DAY

Monday, 9/14

**Gateway
Motorsports
Park**
Madison, IL

- Gates open 7:30 am
- Racing until 1:30 pm or until complete
- Tickets: \$10 for 13 and above/Children 12 and under free

RACE DAY

Tuesday, 9/15

**Lucas
Oil
Raceway**
Indianapolis, IN

- Gates open 7:30 am
- Racing until 1:30 pm or until complete
- Tickets: \$10 for 13 and above/Children 12 and under free

RACE DAY

Wednesday, 9/16

**Great
Lakes
Dragaway**
Union Grove, WI

- Gates open 7:30 am
- Racing until 1:30 pm or until complete
- Tickets: \$10 for 13 and above/Children 12 and under free

RACE DAY

Thursday, 9/17

**Cordova
International
Raceway**
Cordova, IL

- Gates open 7:30 am
- Racing until 1:30 pm or until complete
- Tickets: \$10 for 13 and above/Children 12 and under free

FINALS

Friday, 9/18

**Gateway
Motorsports
Park**
Madison, IL

- Gates open 11:00 am
- Racing from 2:30 pm to 8:30 pm or until complete
- Tickets: \$15 for 13 and above/Children 12 and under free

HEADS-UP!

Saturday, 9/19

**Gateway
Motorsports
Park**
Madison, IL

- Gates open 9:00 am
- Racing from 11:00 am to 3:30 pm or until complete
- Tickets: \$15 for 13 and above/Children 12 and under free

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Your Say...

JOB REQUIREMENT OF THE MONTH
"Occasionally pooping one's self"

READERS' THOUGHTS ON PAST ISSUES

For Future Reference

Interesting to note in your write-up on the new Chevrolet Camaro ("Future Cars," July 2015) that you point out the new turbo-charged four-cylinder. (Not the first time for a four, by the way.) In 1982, you could get the Pontiac 2.5-liter Iron Duke between the fender wells of a Camaro. My, how times have changed, eh?!

TIMOTHY SICKLE
 Bowie, Maryland

"Oh, the days of 90-horsepower I-4s, four-speed manuals, and three-speed automatics weren't that long ago," grumble the staff old-timers.—Ed.

I couldn't help but notice that the all-new, fully redesigned 2015 Ford Mustang is not in your long-term test fleet, yet the old, outgoing Camaro was recently added. Shouldn't that be the other way around? Yes, I know it's the Z/28 you're testing, but it's still the outgoing model. I'd like to see a long-term test of the all-new Mustang.

ETHAN ASHENBERNER
 Vancouver, Washington

We'd like to see one, as well, but in the words of some vintage British rockers, you [we] can't always get what you [we] want.—Ed.

I've been watching the trend toward smaller-displacement engines being offered to the public from all of the major automobile manufacturers. These small-displacement, fuel-efficient four-cylinder engines with turbos and superchargers are achieving average mpg figures almost unheard of five years ago, along with the same or greater power output of the V-6 and V-8 dinosaurs they're replacing. I was a foreign-car mechanic back in the 1970s, when most imported cars had four or six cylinders and when it was considered a fact that the stresses that these small-displacement engines were undergoing invariably lessened their longevity. Meanwhile, the big American engines loafed along complacently sucking down way more gas but living longer lives.

Advances in both engine materials and technology have taken quantum leaps forward over the past decade, but I have to wonder about the effect of the higher heat and load stresses brought on by the use of turbo- and superchargers to squeeze out the power and torque figures being advertised. Will it reduce engine lifespan or increase maintenance costs? Will the money saved on gas offset the possible costs brought about by the need to replace components or engines sooner? Time, of course, will tell.

LETTER OF THE MONTH

Conversation Starter

In your review of the Honda HR-V ("Tiny Crossover, Big Expectations," July 2015), you say it's a "great vehicle for a starter family." What, exactly, is a starter family? Is this a California thing? I'm a car guy, and my wife knows it, but I'm not sure she'd be too happy if I suggested she and my son are just a starter family for me.

JOHN STOJ
 Atlanta, Georgia

They're families that are reliable, stylish, efficient, and fun. (Yes, that should work quite nicely.)—Ed.



In the meantime, I'm going to stick with my old-school V-8s and sixes with their 100,000-plus-mile lives and watch to see where all of this goes.

MAX SANDLER
 West Chester, Pennsylvania

Big Comments

The Big Test: Large Luxury SUV story ("Big Time," July 2015) was nice to read, but I wanted to ask why the Land Rover Range Rover HSE was selected to stand up next to the eight-cylinder Cadillac when there was a later "Garage" spot touting the "Price As Tested \$93,856" Range Rover Sport SC with its V-8? Yes, I did read your comment that it was not the "brand's top-shelf product," but I did not think that was the criteria. After all, the 2015 Mercedes-Benz GL550 4Matic might be better suited, as well. I think the Cadillac is terrific, and the photographs were equally alluring. I just wanted to know why there weren't more equally built SUVs in the comparison.

SCOTT CONCANNON
 Bucksport, Maine

Simple, really. We merely wanted to emphasize the luxury aspect of the SUVs more, and the non-Sport Range Rover fit the bill better. (Don't

mind the assorted fast cornering photo shots throughout the feature.) Plus, HSE stands for High Specification Edition. Much swankier-sounding.—Ed.

Reading the July 2015 issue's large luxury SUV test, six SUVs I could never see myself in unless I was being chauffeured, I feel compelled to offer a comment. Let's imagine you walk up to your new Escalade. There's probably a motorized running board and keyless entry, and once inside you press the button to start. Swipe around to get your temperature right and cue up the, err, CUE system—which you secretly wish was Buick's IntelliLink—then ... grab both hands and heave down on that giant column-mounted shifter. Oh dear. You know that might be appropriate for a moving van or an old farm truck, but a state-of-the-art luxury SUV ... really?!

RUPERT BROWN
 Dallas, Texas

But think of all the space freed up on the center console!—Ed.

Precision Error

In reviewing a letter to the editor from Ron McCranie, July 2015, you noted that in the case of the two Chevrolet Corvette Z06s tested, the manual "held a noticeable lap time lead over the auto," by 0.76 second. This would be noticeable by whom? Statistically these are identical times. In a real lab-testing atmosphere by machines, the tiny time difference may have more credibility if reproducible, but I believe such a close comparison would still statistically be considered the same. Temperatures of the track at any given time, wind velocity and direction, tire and air pressure differences between the two vehicles, tread wear variations, engine and transmission temperature variations at any given time, driver skills and reflexes, and on and on and on will vary statistically much more. What is more amazing is that the numbers were so close, and I think that was dumb luck. A better but less practical way to run the test would be to have the same driver run identical cars in opposite directions on the same track and take the average of the two runs. Even that is fairly primitive but possibly scientifically better.

PHILIP CARAVELLA
 Saint Augustine, Florida

First of all, never run a road course in reverse unless it has a specific configuration supporting it. The 0.76-second difference was generated by lap times set on the same day by Randy Pobst,



READERS ON LOCATION

WAY UP "While visiting the lost city of the Incas, Machu Picchu, Peru, I made sure to bring the essentials, including my latest issue of *Motor Trend*," subscriber **Bob Chleboun** writes in. "It became a conversation piece among a few tourists as I carried it while hiking the ancient ruins." But where are all the llamas?

and we'd never say his racing body of work was achieved by dumb luck.—Ed.

Newfound Value

Being 72 years old, I never would have thought of writing any car enthusiast magazine. But your June 2015 article "Putting 'Sport' Back into Sport/Utility" proved me wrong. Having test driven all four SUVs reviewed, I find two omissions worth pointing out and then my own conclusion, which led to the decision regarding which vehicle I did in fact purchase. I think the reviews were almost spot-on except for the following. As your article showed, the interior dimensions accurately indicate that the Mercedes-Benz GLA45 AMG is the smallest. As a six-footer, I found it too small. More important and not mentioned is the totally unacceptable turbo lag. Putting maximum horsepower aside, I went with the "cheaper" Porsche Macan S, getting the smile factor while saving \$12K.

ALBERT L. EILENDER
Lakewood Ranch, Florida

"Porsche: The 'Value' Choice" can be a new tagline.—Ed.



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THE STATE OF THE ART IS ON FIRE

FOUR



Do you remember exactly when it was that cars—high-performance sedans in this case—got so dang good? I don't. The BMW M3, yeah, sure, that has always been special. Other carmakers have taken furtive jabs at the M3, but no one seemed willing to put in the development time necessary to deliver the knockout blow.

Every once in a while a muscular middle-weight rose up to challenge the Bavarian champ—Audi's exquisitely lunatic B7 RS4 springs to mind—but then BMW's boffins would tweak the formula and wind up back on top. Mercedes' in-house gang of maniacs (aka AMG) has done admirable work on the previous iterations of the C63. But should you find yourself at a track with the choice of

the M3 or last-gen C63, we all know which you'll choose. Unless all you care about are burnouts. Other cars were loads of fun, but at the end of the day, those obsessed with all aspects of performance voted BMW.

That, however, was yesterday. Today AMG and Cadillac each want a shot at the M3's title. And one—or both—might have padded their gloves with lead.

DOOR MIRACLES

Words Jonny Lieberman **Photographs** Evan Klein

COMPARISON



We'll start with our standard performance testing, because one of these three is not like the others. As you might expect, the two Germans are right on top of each other. Any power advantage the AMG has over the M3 is mitigated by lard. The 425-horsepower, 406-lb-ft of torque, 3.0-liter, twin-turbo inline-six BMW weighs only 3,498 pounds, whereas the 503-horse, 516 lb-ft of twist C63 pushes down on the scales with 3,936 pounds. As such, both cars hit 0-60 mph in 4 seconds flat. The AMG manages to just pip the M3 in the quarter mile, 12.2 seconds at 119.5 mph versus 12.3 at 118.1 mph. The Caddy? Well, friends, the 3,788-pound ATS-V with its 464-hp, 445-lb-ft of torque, twin-turbo, 3.6-liter V-6 hits 60 mph in a remarkable 3.7 seconds. That's as quick as a Corvette Stingray (though the first C7 Z51 we ever tested took 3.9 seconds) and quicker than a Camaro Z/28 (4.0 seconds). The American speed demon wins the quarter-mile battle, too, doing so in 12.1 seconds at 116.2 mph. Note the trap speed, as the Caddy is out of breath at the end of the race. Still: winner!

The ATS-V also stops in a hurry. With nothing but steel rotors, the ATS-V goes from 60 mph to zero in just 99 feet. That's equal to a Ferrari 458 Italia, though the Corvette Stingray does it in 95 feet. As for the two Germans? The AMG with its \$5,450 carbon-ceramic front brakes (rears are steel) requires 101 feet from 60 mph, and the M3 with its \$8,150 full carbon-ceramic brake package



LUMP We like straight-sixes, and we love V-8s, but there's just something off about the feel of a V-6. However, our performance data tells a different tale about Cadillac's engine.

needs 104 feet. As you can see, in a straight line, America wins. But when you start turning the wheel ... USA still comes out on top. The Cadillac dusted the competition, running around our figure-eight course in 23.7 seconds, whereas the two Germans both required 24.1 seconds. To illustrate just how phenomenally all three cars handle, that Corvette Stingray needs 23.5 seconds to lap the figure eight, while a Porsche 911 Carrera 4S requires 23.9. Ferrari 458 Italia? 23.6 seconds, all of which should give you a clear illustration of how ludicrous the Caddy's handling prowess is. The conclusion from our test team is that if performance is all you care about, buy the Cadillac. However—and I sound like a broken record here—numbers only tell one part of the story.

Next up (and everyone's favorite section) was to run all three around our loosely patented Sürfschleife, a 30-odd-mile course that runs through some of the best driving roads in Southern California, dumps out onto Pacific Coast Highway in Malibu, and

"With nothing but steel rotors, the ATS-V goes from 60 mph to zero in just 99 feet."



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*Horsepower claim based on manufacturer published specifications. Class defined as the 2015 Audi A3 e-tron, 2015 BMW i3, 2015 Lexus CT, 2015 Chevrolet Volt, 2014 Honda Accord PHEV, 2015 Ford C-MAX, 2015 Nissan LEAF, 2015 Toyota Prius and the 2015 Mercedes-Benz B-Class ED. "Audi," "e-tron," "Truth in Engineering," all model names, and the four rings logo are registered trademarks of AUDI AG. ©2015 Audi of America, Inc.



finishes up on good old Los Angeles freeways. Well, that's our usual route. On the first run I was having such a blood-pumping good time I decided we simply had to turn back up into the canyons. Why waste cars like these going straight on a heavily policed road? Besides, I was the lead car. I began the day leading the pack from behind the chubby steering wheel of the Yas Marina Blue M3. Scott Evans was behind me in the ATS-V. I simply could not shake him. Straight line or corners, the Caddy had no issue whatsoever sitting on the M3's back bumper. As Evans said about the ATS-V, it's a "great, great car, so quick, so smooth, so easy to drive fast." He's not alone in his assessment. "To me, the ATS-V felt the most like a sports car of the three," Christian Seabaugh said. "For better or worse, it seems that Cadillac engineered the ATS-V to be sport sedan first and a luxury car second."

The silver Caddy impressed yours truly, too. From the stellar chassis, to the sublime

"It's more of a machete these days than a scalpel, but it's so easy to just strap in and go fast."



SWEET SPINNER If nothing else, the BMW's straight-six deserves points for having the highest redline—7,500 rpm. Also, like all modern BMWs, the power output is underrated.

steering, to the indefatigable brakes, the ATS-V got most of the important stuff right. Or even better than right. But—and there is a but—the powertrain is not quite as wondrous as it should be and not as finely honed as the German competitors'. The engine is actually deceptively potent, as the straight-line numbers bear out. But the V-6's redline is only 6,500 rpm, whereas the AMG V-8's is 7,000 rpm and the M3's straight-six spins freely all the way to 7,500 rpm. This matters because it's simply no fun running into fuel cutoff when you're dashing down the road. Aside from the none too pleasant engine note and the muffled turbo exhaust gasps, if they could simply raise the redline



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“I still can’t believe Jonny ran away from me in the M3 with this car.”

by even 500 rpm, there would be little to complain about, engine-wise. The new eight-speed transmission is another matter. “It still upshifts a little too early for my taste,” Evans said. “And it isn’t always in the lowest gear at corner exit.” For this test, the seven-speed dual-clutch in the M3 is much preferable.

As for the BMW, still got it! Said Evans: “Serious machine. It flows like the Cadillac but with the hammer-to-the-face personality of the AMG.” While I couldn’t shake Evans and the ATS-V, he also couldn’t gain a yard on me and the M3. Evans continued: “It’s

constantly begging you to drive harder and harder, but the M3 makes you sweat, too. It’s a full-attention experience.” From Seabaugh: “Color me impressed. It’s more of a machete these days than a scalpel, but it’s so easy to just strap in and go fast. It’s really rewarding to do so, too.” From the driver’s seat, the M3 feels wicked quick, and the beefy six just pulls and pulls and pulls. That said, there’s so much torque at virtually every rpm, switching the DCT (dual-clutch tranny) into manual mode means you get to pick between third and fourth gear. You don’t need the

others. Furthermore, the carbon-ceramic brakes are fabulous (for \$8K they’d better be), and the brake pedal feel is better still. To pile on, Evans said the brakes feel as if they could “stop a bullet train on a dime.”

However, no car is perfect. The M3’s overactive stability control system troubled us. I found it very disconcerting to see the little yellow light start flashing at 80 mph. But flash it did, constantly. Seabaugh noted that the system would “cut power (and fun) at inopportune times.” Evans had much more to say: “Seems like the

Race mode turns the car from a big man in a fancy suit into a pissed-off pugilist with brass knuckles on each fist.

light is blinking from the moment you go to throttle at corner exit, no matter how smoothly or lightly. Sometimes it's a light interruption like the Cadillac, other times it's a brick, and sometimes it can't make up its mind and keeps hammering on and off, giving you huge driveline lash. M Dynamic mode helps a little, but it's far from a cure." Yes, InternetToughGuySenna73, turning everything off is a solution. But aside from safety concerns on two-way public roads, our thinking is that most owners will just hit Sport and then they're off. Or maybe not even do that much. Also, there was a twitchiness to the M3's chassis that wasn't present in the other two. Lastly, we all noted that the M3 was the most clinical of the trio, the most sterile.

I think Evans is a better driver than I am. Quicker up in the canyons at any rate, and I have five years' worth of anecdotal evidence to base my conclusion on. I mention this because when Evans was driving the M3, I simply walked away from him in the C63. I lost him four different times in my rearview mirror. To quote Evans, "I still can't believe Jonny ran away from me in the M3 with this



SMALL PACKAGES The 4.0-liter with the turbos in the V is obviously smaller than the 6.2-liter V-8 it replaces. But guess what? Power is up!

car." Especially because as we saw from the testing numbers, the AMG and the BMW are essentially identical. So what gives? Well, to quote our colleague and 24 Hours of Daytona winner Randy Pobst, "confidence." Meaning I was so confident in the C63 that I was able to throw caution to the wind and lose Evans (never mind Seabaugh) in my wake. Evans was not nearly as confident in the M3 and just couldn't keep up.

Part of the secret to the C63's sauce is Race mode. Seabaugh set up the problem: "The C63—along with the M3—gives me Goldilocks Syndrome. There are many, many ways to adjust the car, but I couldn't find one that I loved, although I did discover Race mode after the fact." New for newer AMGs, Race mode heats everything—throttle, steering, transmission, suspension, exhaust—up to near boiling. To put it in the very simplest of terms, Race mode works. Contrast this with the M3, where even if everything is flipped over to the most aggressive setting, it somehow doesn't quite work. With the C63, Race mode turns the car from a big man in a fancy suit into a pissed-off pugilist with brass knuckles on each fist. Race mode just kind of solves everything.

We collectively love the AMG's V-8. Forget about power. The sound alone is worth the price stretch. The ATS-V's engine and exhaust notes are forgettable. The M3's is synthesized and, while snarling, somehow off the mark. I don't know how AMG gets its twin-turbo V-8s to sound so aggressive, but I'm happy








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ORIGINAL

M-PACT

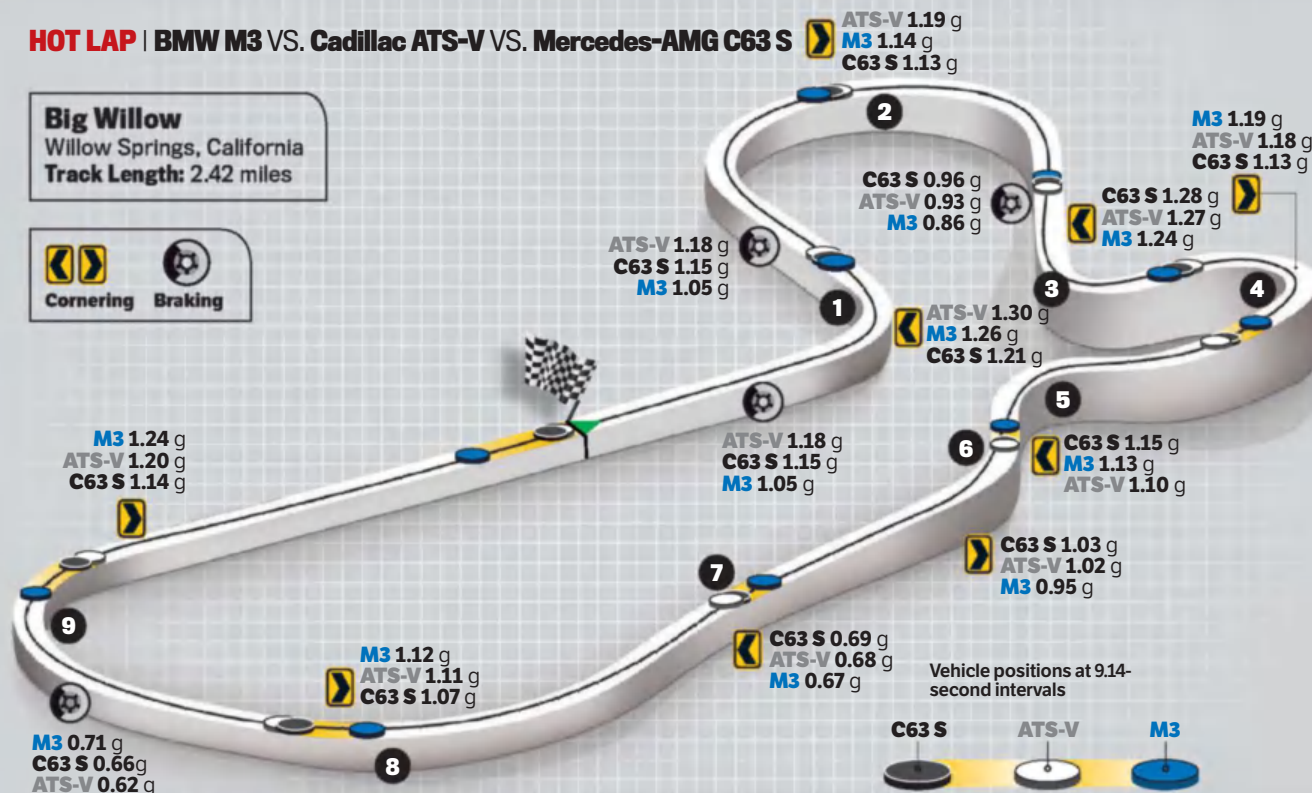
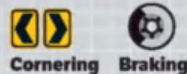
FASTFIT

HOT LAP | BMW M3 VS. Cadillac ATS-V VS. Mercedes-AMG C63 S

ATS-V 1.19 g
M3 1.14 g
C63 S 1.13 g

Big Willow

Willow Springs, California
Track Length: 2.42 miles

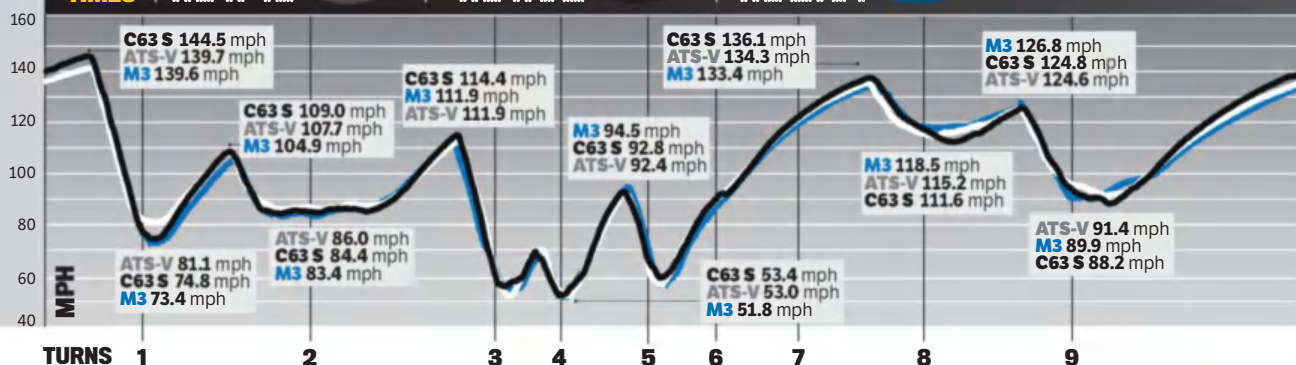


BEST LAP TIMES

CADILLAC ATS-V
1:31.43

MERCEDES-AMG C63 S
1:31.52

BMW M3
1:32.51



SUCH A CLOSE CALL

Although by the finish line the Cadillac ATS-V snatches the lap-time win from the C63 S by a mere 0.1 second and the M3 eagerly nipped at both their heels, each car individually shines at different points around the track. In keeping with its AMG reputation, the C63 S is clearly the acceleration powerhouse, storming down the front and back straights the quickest. It

reminds us of its heavy AMG-sedan cornering reputation, too, being slowest in the quick and intimidating Turns 8 and 9 and needing a cautionary lift-throttle pause over the rise at Turn 6. The M3's cornering pace strangely lags the others in the slow turns but is the swiftest through scary Turn 8 and gets on the power the soonest exiting the tricky Turn 9. Meanwhile, the Cadillac is mostly a mid-pack player except for its great braking into and grip through

Turns 1 and 2, by which point it's established a tiny lead it doesn't relinquish, despite a good charge by the Mercedes-AMG as the trio barrels to the flag. This is one of those situations where at another track that stresses different features, the outcome could easily be completely the opposite order. However, we weren't—we were at Big Willow, where on this particular day, the Cadillac was the Standard of Rosamond, California.



BACK IN BLACK The Cadillac is most definitely not back in the back on the track.



THE PHANTOM ROSE GOLD

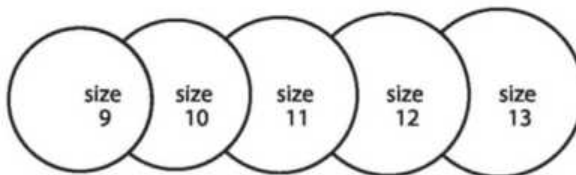
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COMPARISON

THIRD BMW M3

It's cliché to say, but this is the best third-place finisher in *Motor Trend* history. C'est la vie.

SECOND Cadillac ATS-V

This stud athlete is let down by its lack of powertrain refinement and sonic thrills. Cadillac has very little tweaking to do to get things right.

The M3 is a fabulous machine, but if you walk around a rifle range with a target on your back, you will eventually get shot.

FIRST Mercedes-AMG C63 S

An iron fist in a velvet glove. Race mode transforms the beast into an iron fist in an iron glove.

to report that the new M178 with the snails in the V sounds angry and grumbly, just like a proper N/A V-8. I wish I had more room to tell you all how much better the AMG's interior is than the other two. Let me just say that the lack of carbon-fiber trim is refreshing.

There's one final hunk of data I'd like to toss at you. We happily let Pobst run all three cars around Willow Springs International Raceway's 2.42-mile circuit (the big track, aka Big Willow), and here are the results, in descending order: BMW M3 1:32.51, C63 1:31.52, Caddy ATS-V 1:31.43. The ATS-V and the C63 are both a second quicker than the

M3, and the Cadillac beats the Mercedes by nine hundredths of a second. Also note that whatever advantage the Cadillac had over the C63 in our normal testing was nearly neutralized on the track. Likewise, where the BMW and Mercedes were virtually tied at the drag-strip, on the racetrack the C63 is measurably better. Pobst liked the BMW the least (snappy at the limit) and felt like he was 5 seconds per lap faster in the Mercedes than in the ATS-V. He was shocked to learn he was quicker in the Caddy. But we're talking less than a tenth.

The end of the story is that all four of us ranked the BMW in last place. The M3 is a fabulous sporting machine, but if you walk

around a rifle range for years with a big target on your back, you eventually will get shot. Uneasy lies the head that wears the crown and all that. Seabaugh thought that because of its athleticism and sporty focus, the ATS-V deserved the nod. However, Evans and I felt that despite the price premium and the Cadillac's stellar performance numbers, the macho sport sedan you'd be happiest owning is the Mercedes-AMG C63 S. It's the complete package. Since, as Winston Churchill said, "Democracy is the worst form of government, except for all the others," the winner of this comparison test is the bad mother you-know-what from AMG. ■



POWERTRAIN/CHASSIS	2015 BMW M3	2016 Cadillac ATS-V	2015 Mercedes-AMG C63 S
DRIVETRAIN LAYOUT	Front-engine, RWD	Front-engine, RWD	Front-engine, RWD
ENGINE TYPE	Twin-turbo I-6, alum block/head	Twin-turbo 60-deg V-6 alum block/heads	Twin-turbo 90-deg V-8, alum block/heads
VALVETRAIN	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl
DISPLACEMENT	181.8 cu in/2,979cc	217.5 cu in/3,564cc	243.0 cu in/3,982cc
COMPRESSION RATIO	10.2:1	10.2:1	10.5:1
POWER (SAE NET)	425 hp @ 5,500 rpm	464 hp @ 5,850 rpm*	503 hp @ 5,500 rpm
TORQUE (SAE NET)	406 lb-ft @ 1,850 rpm	445 lb-ft @ 3,500 rpm*	516 lb-ft @ 1,750 rpm
REDLINE	7,500 rpm	6,500 rpm	7,000 rpm
WEIGHT TO POWER	8.2 lb/hp	8.2 lb/hp	7.8 lb/hp
TRANSMISSION	7-speed twin-clutch automatic	8-speed automatic	7-speed automatic
AXLE/FINAL-DRIVE RATIO	3.46:1/2.32:1	2.85:1/1.85:1	2.82:1/2.06:1
SUSPENSION, FRONT; REAR	Struts, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar	Struts, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar	Multilink, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar
STEERING RATIO	15.0:1	11.1:1-15.5:1	14.1:1
TURNS LOCK-TO-LOCK	2.5	2.4	2.5
BRAKES, F;R	15.8-in vented carbon-ceramic disc; 15.0-in vented carbon-ceramic disc, ABS	14.5-in vented disc; 13.3-in vented disc, ABS	15.8-in vented, drilled carbon-ceramic disc; 14.2-in vented, drilled disc, ABS
WHEELS, F;R	9.0 x 19-in; 10.0 x 19-in, forged aluminum	9.0 x 18-in; 9.5 x 18-in, forged aluminum	8.5 x 19-in; 9.5 x 19-in cast aluminum
TIRES, F;R	255/35ZR19 92Y; 275/35ZR19 100Y Michelin Pilot Super Sport	255/35ZR18 94Y; 275/35ZR18 99Y Michelin Pilot Super Sport	245/35ZR19 93Y; 265/35ZR19 98Y Michelin Pilot Super Sport

DIMENSIONS			
WHEELBASE	110.7 in	109.3 in	111.8 in
TRACK, F/R	62.2/63.1 in	60.5/60.4 in	63.3/60.9 in
LENGTH X WIDTH X HEIGHT	184.5 x 73.9 x 56.1 in	184.0 x 71.3 x 55.7 in	187.2 x 72.4 x 56.1 in
TURNING CIRCLE	40.0 ft	38.4 ft	37.0 ft
CURB WEIGHT	3,498 lb	3,788 lb	3,936 lb
WEIGHT DIST, F/R	50/50%	52/48%	54/46%
SEATING CAPACITY	5	5	5
HEADROOM, F/R	40.3/37.7 in	37.6/35.1 in	37.1/37.1 in
LEGROOM, F/R	42.0/35.1 in	42.3/33.5 in	41.7/35.2 in
SHOULDER ROOM, F/R	55.1/55.1 in	54.1/51.1 in	54.0/50.3 in
CARGO VOLUME	12.0 cu ft	10.4 cu ft	12.6 cu ft

TEST DATA			
ACCELERATION TO MPH			
0-30	1.8 sec	1.5 sec	1.8 sec
0-40	2.5	2.2	2.5
0-50	3.2	2.9	3.2
0-60	4.0	3.7	4.0
0-70	5.0	4.7	5.0
0-80	6.1	5.8	6.1
0-90	7.4	7.1	7.3
0-100	8.8	8.8	8.8
PASSING, 45-65 MPH	1.7	1.7	1.6
QUARTER MILE	12.3 sec @ 118.1 mph	12.1 sec @ 116.2 mph	12.2 sec @ 119.5 mph
BRAKING, 60-0 MPH	104 ft	99 ft	101 ft
LATERAL ACCELERATION	1.01 g (avg)	1.03 g (avg)	1.01 g (avg)
MT FIGURE EIGHT	24.1 sec @ 0.86 g (avg)	23.7 sec @ 0.88 g (avg)	24.1 sec @ 0.86 g (avg)
2.42-MI ROAD COURSE LAP	92.51 sec	91.43 sec	91.52 sec
TOP-GEAR REVS @ 60 MPH	1,750 rpm	1,450 rpm	1,600 rpm

CONSUMER INFO			
BASE PRICE	\$62,995	\$61,460	\$72,825
PRICE AS TESTED	\$84,370	\$73,570	\$89,035
STABILITY/TRACTION CONTROL	Yes/yes	Yes/yes	Yes/yes
AIRBAGS	Dual front, front side, f/r curtain, driver knee	Dual front, f/r side, f/r curtain, front knee	Dual front, front side, front pelvic, f/r curtain, driver knee
BASIC WARRANTY	4 yrs/50,000 miles	4 yrs/50,000 miles	4 yrs/50,000 miles
POWERTRAIN WARRANTY	4 yrs/50,000 miles	6 yrs/70,000 miles	4 yrs/50,000 miles
ROADSIDE ASSISTANCE	4 yrs/unlimited	6 yrs/70,000 miles	Unlimited
FUEL CAPACITY	15.8 gal	16.0 gal	17.4 gal
EPA CITY/HWY/COMB ECON	17/24/19 mpg	16/24/19 mpg	18/25/20 mpg
ENERGY CONS, CITY/HWY	198/140 kW-hrs/100 miles	211/140 kW-hrs/100 miles	187/135 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.99 lb/mile	1.03 lb/mile	0.94 lb/mile
REAL MPG, CITY/HWY/COMB	Not available	17.6/24.2/20.1 mpg	17.6/22.8/19.6 mpg
RECOMMENDED FUEL	Unleaded premium	Unleaded premium	Unleaded premium



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155 MPH This is not an electronic speed limiter. Rather, that's as fast as we dared drive and record on Road America's 0.57-mile front straight. Cadillac says it logged a 201.8-mph top speed in pre-production testing, which puts the 2016 CTS-V in a very rare class of sedans.

Words Chris Walton
Photographs Julia LaPalme

**A FOUR-DOOR Z06 HAS ARRIVED,
AND IT'S MONSTROUSLY FAST**

CAD ZILLA!

BIG TIME Brembo steel brakes match the awesome power and pace of the CTS-V. There is no carbon option.



In a fast car, there are six places on Road America's 4-mile track where your speeds can exceed 100 mph—and twice they can reach more than 150 mph. Without any modifications or special procedures, the 2016 Cadillac CTS-V hammered the track at these triple-digit speeds, three or four hot laps at a time, until the tank was empty.

The car's formula and specifications have been known for some time but warrant a brief review: Insert the driveline of a hardcore Corvette into a luxurious Cadillac sedan, make it corner and stop with authority, let enthusiasts "enthuse" themselves into a froth, and hope they mention it in the same breath as a Mercedes-AMG E63 or BMW M5. Under its standard carbon-fiber hood, puffed up to accommodate the supercharger, lurks a 640-hp version of the LT4 V-8 from the 650-hp Corvette Z06. Power goes through a paddle-shiftable eight-speed automatic on its way to an electronically controlled differential that sorts out when/if/how much to lock the wheels together so the engine's available

630 lb-ft of torque gets to the ground. Cadillac says the new CTS-V will run to 60 mph in just 3.7 seconds, devour a quarter mile in 11.6 seconds at 126 mph, and reach an aero-limited top speed of just over 200 mph. On paper, those stats do indeed outgun the aforementioned bogeys, and our collective backside believes the brag.

The CTS-V's structure is also fortified with a multitude of braces and a unique aluminum undercarriage shear panel. MacPherson-type struts and multilink rear suspension pair with the latest, quickest-reacting dual-coil, three-mode Magnetic Ride Control shocks for highly effective, adaptive damping. Changes to the rack-mounted electric-assist power steering have certainly improved response, precision, and feel. Monstrous Brembo brakes slow Cadzilla with offset six-piston calipers squeezing two-piece vented discs up front (almost identical in diameter to the CTS-V's steering wheel) and four-piston calipers on vented discs in back. Bespoke Michelin Pilot Super Sport tires boast tri-compound construction and wrap around



light and stiff forged-aluminum wheels.

Now, there's a fine line between confidence and arrogance, bravery and biting off more than you can chew. The all-new CTS-V is certainly a confident car that requires surprisingly little bravery to explore its lofty limits—even on an exceptionally fast race-track. In fact, the nonchalance with which its supercharged V-8 gets up to ludicrous speeds and the ability of the suspension to iron out imperfections in a nanosecond are assets as well as liabilities. Simply stand on the go pedal, point the nose at the horizon, and aside from its staccato exhaust note, the new CTS-V remains startlingly poised and



If we had a nit to pick, this would be it: Everything is just too easy.



sedate while sustaining 1.00g corners at more than 75 mph with one hand on the steering wheel. If we had a nit to pick, this would be it: It's just too easy. The painstaking, multiyear development of the CTS-V ensured it would lay down fierce, perhaps best-in-class laps at the Nürburgring, but it's just so incongruous how it shrugs it all off with the serenity one would expect of a Cadillac. That's by design.

Billed as two cars in one, Cadillac delivers on that assurance with a host of selectable integrated chassis controls with varying shades of performance and comfort. A driver can select Snow, Tour, Sport, or Track mode, each with tailored gauges plus suspension, steering, throttle, and transmission calibrations. What's different here is that within Track, five more levels of Performance Traction Management (PTM) vary the amount of electronically controlled stability and traction control, including a launch mode.

For Road America, we sampled Sport and Track, then PTM-4, -5, and all systems off. Sport clearly held the reins too tightly, and the traction and stability control indicators blinked like amber strobe lights. The beauty of Race/PTM-5 mode is that while stability control is disabled, freeing the car to dance and slide, a very sophisticated traction control system waits in the shadows. A driver who runs out of talent could spin the car on corner entry or midway through, but on corner exit that same driver can whack the throttle to the floor without immolating the expensive Michelins or inducing throttle oversteer. It's the kind of unfair advantage banned in many forms of racing, and PTM-5 is so adept at retarding spark (or eventually closing the throttle) that attempting to get the same confident drive out of a corner with all systems off proved next to impossible.

So it comes to this: Did Cadillac finally build the car with the correct ratio of elegance, power, and menace that the Germans refuse to? Just like the Corvette Z06 that donated its heart to the cause, the 2016 CTS-V has crushing performance, undeniable comfort, and a price that undercuts anything in its class by \$10,000 to \$15,000. Will enthusiasts flock or flee? The 2016 Cadillac CTS-V is about to draw everyone's attention to the king's new clothes and lay bare any doubt that this is the new benchmark in the supersedan class. Badges be damned. ■



Data, driven

THE \$1,300 PERFORMANCE DATA RECORDER (PDR) is a compelling option on the 2016 CTS-V order sheet. Developed with Cosworth, supplier of telemetry electronics for Corvette Racing, the PDR was introduced in 2015 as a Corvette option. Now available on V-Series Cadillacs, PDR integrates information from a 720p-resolution camera, a dedicated GPS receiver (gathering five times more location data than the in-dash navigation system), and the car's Controller Area Network, or CAN, to access information on throttle position, engine speed, gear selection, braking force, and steering wheel angle. Combined data are recorded on a postage-stamp-size SD card for playback on the car's high-res display or further analysis on a computer within Cosworth Toolbox. We plan to compare the PDR's capabilities and precision against our industry-standard VBox very soon.

CW



NO HIDING You can't escape your on-track (or off-track) mistakes with the optional onboard data and video recorder, which includes a high-def camera in the headliner.

2016 Cadillac CTS-V

BASE PRICE	\$85,990
VEHICLE LAYOUT	Front-engine, RWD, 5-pass, 4-door sedan
ENGINE	6.2L/640-hp*/630-lb-ft* supercharged OHV 16-valve V-8
TRANSMISSION	8-speed automatic
CURB WEIGHT	4,150 lb (mfr)
WHEELBASE	114.6 in
L X W X H	197.6 x 72.2 x 57.2 in
0-60 MPH	3.7 sec (mfr est)
EPA CITY/HWY/COMB FUEL ECON	Not yet rated
ON SALE IN U.S.	Currently <small>*SAE certified</small>

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FIRST DRIVE | 2015 Honda Civic Type R (European Spec)

IT'S TURBO TIME

HONDA IS PLAYING CATCH-UP—AND FAST

Words Jason Cammisa





It's perhaps a bit unfair, but we tend to have high expectations of Honda. Back in the day, the automaker regularly conjured up impossibly elegant, simple solutions to engineering problems that other companies could only fix by adding complexity. Each invention would be armed with an abbreviation (CVCC, VTEC, SH-AWD, for example) that would change the automotive world.

These days, Honda's ingenuity has slowed to a trickle, mostly following rather than leading. The company, which hasn't used a turbo in our market since the 2007-2012 Acura RDX, is now following the rest of the industry down the path of turbocharging for fuel economy. Our first chance to experience its new blown engine was in the over-the-top, juvenile-in-all-the-right-ways,



but-don't-get-too-excited-because-this-one's-not-coming-to-the-U.S.A. Civic Type R.

With a wing big enough to serve a five-course meal on, this five-door hatch looks the absolute business. And with 306 horses crammed under the hood, it means business, too. The Ohio-built twin-cam 2.0-liter has VTEC on the exhaust side and variable phasing on both cams. The four-pot's fuel is direct-injected, its air force-fed via a

single-scroll turbocharger. Its power peak occurs at a lofty (for a turbo) 6,500 rpm, 500 short of the red mark on the tachometer, and given enough time for the turbo to spool, it'll pump out a max of 295 lb-ft of twist at any point between 2,500 and 4,500 rpm.

Those are big numbers—especially because it all goes to the front wheels. A helical limited-slip differential wards off one-tire fire, and a six-speed manual transmission ensures some driver involvement in the process. Honda's Dual-Axis front struts, which are similar in concept to Ford's RevoKnuckle and GM's HiPer Strut, minimize torque steer, and huge (13.8-inch) vented and cross-drilled rotors clamped by four-piston Brembo calipers punctuate the front end. In the back? Regular ol' solid discs on a twist-beam suspension. Hey, this is a front-heavy



With a wing big enough to serve a five-course meal on, this hatch looks the absolute business.

PRAISE THAT SPOILER
This Euro-market Civic isn't coming to the U.S., but the turbo Type R is a sign that performance is back at Honda.



subcompact—all the magic happens up front.

Adaptive dampers help keep body motions taut without ruining the ride, unless you choose the sport mode (called +R), which instantly fills the dampers with sand. The resulting pogo-like ride allegedly helped obtain a scorching 7-minute, 50.63-second lap of the Nürburgring Nordschleife—a record for a production front-drive car. We suspect the driver's pancreas ruptured at some point during that lap, but we don't question the time.

The Type R is seriously quick, with a conservative-sounding claim of 0 to 62 mph in 5.7 seconds. Judging how hard our Civic was still pulling at an indicated 160 mph, we've no question it can achieve its 167-mph stated max, and with actual downforce, say its engineers. Go for the brakes, though, and things get seriously squirrely. The Civic's rear end walks around when unloaded, resulting in unexpected and unwelcome Zumba moves from its winged butt.

The rear-end instability is likely a side effect of the R's insanely quick turn-in. The

Civic throws itself into corners like it's going for the kill, almost like a Ford Focus ST does. Unfortunately, that enthusiasm then fades in favor of resolute, unrelenting understeer. None of which you feel through the steering wheel. Some torque steer would have been a worthwhile trade-off for any information coming back through the rim, and we'd have gladly sacrificed ultimate grip for less front-end plow.

The helical diff performs miracles, putting down ungodly amounts of power, even in corners. The engine is vocal, filling the cabin with a vacuum-cleaner soundtrack, the occasional turbo whoosh, and unfortunate exhaust boom at highway speeds.

Despite a specific power output of more than 150 horsepower per liter from an engine with just one single-scroll turbo, the R doesn't suffer from the kind of turbo lag that can ruin your commute. Keeping the revs up minimizes the lag, and doing so means

2015 Honda Civic Type R

BASE PRICE	\$39,000 (est, U.K.)
VEHICLE LAYOUT	Front-engine, FWD, 4-pass, 4-door hatchback
ENGINE	2.0L/306-hp/295-lb-ft turbocharged DOHC 16-valve I-4
TRANSMISSION	6-speed manual
CURB WEIGHT	3,050 lb (mfr)
WHEELBASE	102.6 in
L X W X H	172.8 x 73.9 x 57.7 in
0-62 MPH	5.7 sec (mfr est)
EPA CITY/HWY/COMB FUEL ECON	Not rated
ON SALE IN U.S.	Never

shifting a lot—and that's the best part of driving the Type R. Its shifter is perfection, with fabulous short-throw shifts and the sort of weighting precision that only Honda seems able to master.

So what's all this about Honda not blowing us away with its blown hatch? If this Civic Type R had come out a decade ago, it would have left us speechless. Today, it just seems like ... everything else. The Ford Fiesta ST showed us that a front-drive car with a twist-beam rear suspension can handle like a neutral race car. The Mercedes GLA45 AMG set the power bar for little four-cylinders. The Volkswagen GTI manages communicative steering without torque steer. And the forthcoming Ford Focus RS with its torque-vectoring rear diff is about to show the world that you can drift a hot hatch.

The Civic Type R doesn't add to that list. It offers no real innovation—not a single new acronym, even!—and it doesn't make us stand back and say “oh my” like the first time we experienced VTEC. Or SH-AWD. Or, certainly, anything with a Type R badge. That's OK. We'll be seeing the new 10th-generation Civic any day now. It's coming to the U.S. with a hatchback and in Si and, eventually, Type R form, too. This is all good news, and Honda has enough time to engineer some of that good old Honda OMG into the Type R we'll get here. ■



If this Civic Type R had come out a decade ago, it would have left us speechless.

King Solomon's Secret Treasure: FOUND

Ancient beauty trapped in mines for centuries is finally released and available to the public!

King Solomon was one of the wealthiest rulers of the ancient world. His vast empire included hoards of gold, priceless gemstones and rare works of art. For centuries, fortune hunters and historians dedicated their lives to the search for his fabled mines and lost treasure. But as it turns out, those mines hid a prize more beautiful and exotic than any precious metal: chrysocolla.

Prized by the wisest king of the Bible. Known as the "Wisdom Stone," chrysocolla was considered a powerful talisman of healing and calming energy. Ancient rulers of the Biblical era relied on it for guidance and now this legendary treasure can be yours with our stunning *Earth & Sea Chrysocolla Necklace*. Call today to bring home 325 carats for **ONLY \$49!**

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30 DAYS OF THE HURACÁN

Words Editors of *Motor Trend*



Camping conspicuously
at Coachella



My dad always told me that if I shut up and work hard, I'll be rewarded, and I've largely found that to be true. We at *Motor Trend* work long hours, stay up late to hit deadlines, and spend more time than we'd like on the road away from our families. The hard work pays off, though—have you seen our recent long-termer?

As our social media followers well

know, we had a pristine 2015 Lamborghini Huracán in our possession for a short long-term test. Considering Lamborghini was handing us the keys to a brand-new, \$278,345 supercar, the restrictions placed on us were surprisingly light: We couldn't performance test it, and had to keep the trip odometer under 5,000.

So what would we do with "our" Huracán? Read on to find out. **Christian Seabaugh**

**CAMPING,
COACHELLA,
DONUTS—
HERE'S WHAT
IT'S LIKE TO
DAILY DRIVE
A SUPERCAR**



The Lambo serves as a camera car for our "Ignition" show.



Staffer Andy Mock buckles his son in for the ride of his life.



Hot springs and a stylish, yet shy, Italian. La Dolce Vita!



Coachella Camping: You Meet the Nicest People in a Lamborghini

COACHELLA IS A HUGE yearly music festival held in the California desert, and most concertgoers stay at hotels or rent houses nearby, but many car-camp onsite. I decided to do that, too—in our Huracán.

I initially had no intention of attending Coachella. Early on in the MT Lambo planning process, I jokingly mentioned the idea of camping at Coachella. At the last minute, I was given the OK.

It normally takes weeks to plan a

Coachella trip, and festivalgoers often camp in roomy vans. We had two days to plan, no passes, and only enough space for a small suitcase in the Lambo's frunk. All of these concerns were overpowered by the ridiculousness of camping in a Lamborghini at Coachella. It had to happen. My girlfriend and I scrambled, finding passes and squaring away the logistics the day before our departure.

Not until we pulled into the car-camping inspection zone did it hit me that we were actually about to camp in a Lambo. The inspectors, typically pretty strict, dropped everything (including inspecting other cars) and stamped toward me. They were in disbelief.

An inspector asked me if I had any glassware, drugs, weapons, or anything like that in the car, and before I could say no, he went, "Ah, whatever. You brought a Lambo! Come on in!"

The MT Lambo got a steady stream of attention from campers all weekend. While sitting by my tent, I would randomly hear, "Whoa, is that a Lambo?" or see someone quietly take a photo and walk away.

As expected, the rest of the festival was fun. The car made it out unscathed, minus a few suspicious handprints on the hood. It was a memorable weekend, and you meet the nicest people when you've got a Lamborghini.

Robin Trajano



OUTLIER Beetle, Transit Connect, Huracán, Altima? One of these is not like the others.



The MT Lambo was a big hit with Coachella security



Relax, Lambo PR: Notice the towel. He was a good boy, mostly



Winter Huracán: The All-Weather Lambo

30-DAY HURACÁN | FEATURE

THE SIGNS WERE THERE. My gut said that my husband and I should definitely not take the Huracán on a snowboarding trip up to Mammoth.

First red flag: The Thule setup we had planned to use to transport our boards wasn't going to be ready until after our trip. Luckily, SeaSucker came to the rescue and sent us a snowboard rack with vacuum cups, but we still weren't in the clear. SeaSucker advised applying the vacuum cups to a smooth surface, but the Huracán's only smooth surfaces are its windshield and glass engine cover. After picking the latter, we were faced with another obstacle: SeaSucker recommended driving below 70 mph. Give someone 602 hp and see how long they can keep it below 70.

As if that weren't enough stress, a winter storm was predicted to roll in and cover Mammoth in a foot of snow. Because I thought we'd be snowboarding around patches of dirt, I didn't think of replacing the Lambo's summer rubber with snow tires until it was too late. Even with the Lambo's all-wheel drive, I imagined myself spinning



SNOW BUNNIES Associate online editor Karla Sanchez straps snowboards to a SeaSucker ski rack, www.seasucker.com, on the Huracán's glass engine cover.



out in the snow. The trip could either be really bad or fantastic. I had some choices to make. Did I still want to drive an ill-equipped Huracán with an untested snowboard rack setup to the mountains, all while keeping it below 70 mph? No ... Yes!

Keeping an eye on the weather revealed we were racing against the storm. Our goal was to arrive before the thick of it, and our timing couldn't have been better. We exited the highway as flurries started to fall. It really started coming down as we pulled up to the hotel and put the Huracán to rest for the night.

After a few hours' sleep, we woke to find the Huracán covered with a blanket of fresh snow. Although the snow was on the slushier side, I kept my speed low; the only time the Huracán got squirrely was around a wide bend when I gave it a bit more gas than I should've. No harm done—the road was clear, and we were feet from our destination.



After a day of riding in epic conditions, we proceeded to turn heads all over Mammoth in the Huracán. We even overheard people talking about it the next day in the resort.

It's not every day that a hurricane and winter storm collide so gracefully.

Karla Sanchez





The Lambo's frunk has room for the essentials: beer and coffee.



Supercar Camping: No Need to Pack Light When You Have a Roof Rack

AT SOME POINT I lost count of the turned heads, the cameras, and the pointing strangers, dumbfounded at what they were seeing. "It has a roof rack!"

The reactions ranged from excitement to horror as we drove the Huracán through the parking lot at the local grocery store. I have a feeling the folks around Big Bear, California,

don't see a Lamborghini very often—least of all with a roof basket full of firewood.

Custom mounting hardware, AeroBlade crossbars, and the Canyon 859 roof basket from Thule allowed us to load the Lambo up for camping. We ended up with ample space for everything my wife and I needed, fitting food and a small cooler in the Lambo's frunk, the rest of our camping gear on the roof.

Like any good road, the route to Big Bear bends and twists up the mountain. Normally, the Huracán would demolish this road, but I drove at a more leisurely pace with the basket perched on top.

As it tends to do, Apple maps took us the worst possible way to the campground. This meant the final mile was spent on broken pavement and gravel, not exactly what Lamborghini had in mind when it built the car, but the Huracán handled it fine.

The one camping item we didn't bring from L.A. was firewood, which I always buy

where I plan on burning it. This gave us the opportunity to load the roof basket with as much as would fit. The attention we got with camping gear up top was nothing compared to what we garnered with bundles of wood.

The attention continued once we arrived at the campground. The excitement from our campsite neighbors was fun, but the enthusiasm of the dozen or so kids from Boy Scout Troop 622 was a highlight of the trip. The kids swarmed the car in a frenzy of steering wheel turning, imaginary gear shifting, and selfies. I'm pretty sure if I had left the keys in it, we would have never seen it again.

With night falling, we set up, built a fire, and watched as camper after camper stopped to look at the Italian bull with its load of lumber. A sleepless night followed, but everything was made better peering out and seeing the Lamborghini. We had our worst night of camping ever, but at least I still had the keys to a Huracán. **William Walker**



"This In-N-Out sits at the bottom of one of my favorite roads."



FAST FOOD Senior features editor Jonny Lieberman took some young fans for full-throttle rides on Little Tujunga Canyon Road, a twisty scenic pass through Angeles National Forest, in the MT Lambo. He then treated them to their first taste of In-N-Out. They preferred the Lambo.



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RAPPER'S DELIGHT Aspiring rapper Kaisor Sosa was so excited to use our Lambo that he didn't even move it from the parking spot.

MT Lambo: The Craigslist Music Video

I WANTED TO GET OUR

Lamborghini in a low-budget music video, both as a stunt and to give an up-and-coming artist a boost, but my contact with a reputable director fell through. Naturally, I had a backup plan. It involved Craigslist.

I had my doubts whether anyone would take it seriously, but I put up a post advertising free use of the Huracán anyway.

I got a handful of responses and picked the applicant who sent not only a head shot and a link to his song but who also had already scheduled a shoot and was ready to move.

My wife pointed out I'd agreed to take a Lamborghini to meet a stranger who replied to a Craigslist ad and whom I'd only spoke to via email. She implored me not to get carjacked, and I

assured her he seemed like a perfectly nice guy.

So it came to be that I was sitting on a residential street in a Lamborghini while Seabaugh went ahead to report on the situation at the park. He found two guys with a camera and a laptop. My faith in humanity reaffirmed, I cruised over to the meeting point, which also turned out to be the set. Ryan

Glover, aka Kaisor Sosa, an aspiring artist, was as friendly and approachable as I could've hoped. He and his cameraman were eager to get to work; the pair knocked out several takes and wrapped in 30 minutes. The breakneck pace was fortuitous, as the cameraman had to leave for another appointment. Glover, meanwhile, got a ride to the bus stop to remember. **Scott Evans**



The MT Lambo Gives Back

IN OUR FIELD OF WORK, it's easy to forget just how special something like a Lamborghini is. We're lucky to have the opportunity to spend personal time with cars such as the Lambo, and it's nice to spread that love around.

The bug to use our loaner to do something nice bit during my first weekend with the Huracán. After giving rides to neighbors, including one who lives in his minivan, I was inspired. I hadn't seen him smile so much in months. If 602 horses could make one down-on-his-luck man that happy, then I wanted to do the same for even more people.

I knew I wanted to spread the Lambo love to those fighting cancer, so I contacted UCLA's Chase Child Life Program to arrange ride-alongs for some patients.

With plans for the UCLA patients to come hang out with the Lambo at our HQ confirmed, we started thinking about what we could do to

make the day more memorable. These patients weren't only young, but they were also car enthusiasts. What could be better for an enthusiast than one Lamborghini? If you answered "more Lamborghinis," then you and I have lots in common.

We knew just whom to call: Debbie Foreman, aka Batgirl. Debbie frequently donates her time and her Batman-liveried Lamborghini Aventador to charity events on behalf of children with cancer. She happily agreed to help us, though there was a hitch—her "Batventador" was out of commission. She was instead driving a Ferrari 458 Spider. No problem for us, but Miss Foreman wanted to make sure Lamborghini was well-represented. She made some calls and promised to arrive with some more drool-worthy metal.

Boy, did she deliver. On the afternoon of our event, she arrived in her 458, but she also brought along her friend Chris with his Gallardo



Christine straps in for a ride in the Lambo with associate editor Christian Seabaugh.

Spyder Performante and an Aventador loaned by Beverly Hills Lamborghini for the afternoon. Soon after the 458, Gallardo, and Aventador arrived, Matt rolled in with his father in tow.

Matt, who at 21 had already beat leukemia, is a massive motorhead. He daily drives a supercharged F-150 and is also the proud owner of a 350-powered El Camino that the Make-A-Wish Foundation customized for him. The rest of our guests trickled in: Christine and Ryan, Cameron and Jacob. Jacob, just 9 years old, was recently diagnosed with Ewing's sarcoma. Despite his diagnosis, he was endlessly cheery. He's one of the biggest Lamborghini enthusiasts I've ever had the pleasure to meet.

After satisfying their curiosities, it was time for rides. Our attendees lined up for their turns in the Lambos and Ferrari. For me, the fun part wasn't bombing up and down our local streets but the reactions of each passenger. Matt quietly took in the exhaust note and speed. Cameron did what teenage girls do best: unsuccessfully attempt to hide a smile. Jacob excitedly yelled and ordered me to "go fast and pass all the slow cars!" I willingly obliged. Anything for a smile.

Christian Seabaugh



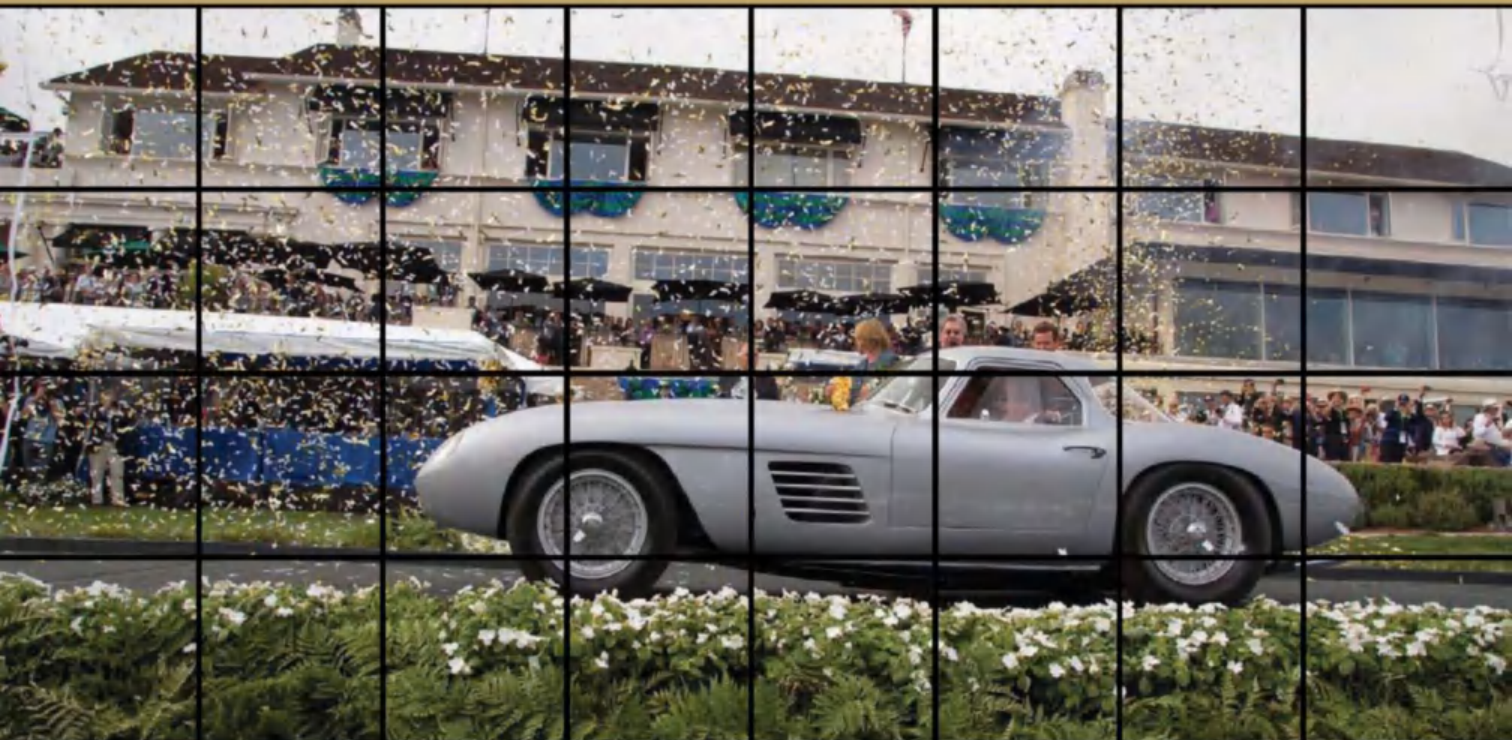
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RAPTOR FIGHTER? Maj. Andrew "Deuce" Fessenden went to high school with EIC Ed Loh. Back then he wasn't known as an F-22 Raptor pilot. Deuce visited from Honolulu, where he flies for the 199th Fighter Squadron of the Hawaii Air National Guard. What'd he think after ripping through the gears? "Wow ... oh my God. That is insane."

Supercar Surfing

KOOKY "Although I surf every day, I have little experience with surfboard racks. I typically stuff boards into cars, not onto them. Incorrectly racking my longboard on a Lamborghini at a South Bay break was more than enough to land me 'Kook of the Day' honors from a popular surfing parody Instagram account. I accept the award with deep humility." —Ed Loh



SUGAR HIGH When art director Andy Mock heard he'd get to spend a morning with the Huracán, his mind naturally went straight to doing some sweet, sweet donuts.



Yes, We Real MPGe'd a supercar. Check out the spec chart to see how it did.



2015 Lamborghini Huracán LP 610-4

BASE PRICE	\$242,445
AS-TESTED	\$278,345
VEHICLE LAYOUT	Mid-engine, AWD, 2-pass, 2-door coupe
ENGINE	5.2L/602-hp/413-lb-ft DOHC 40-valve V-10
TRANSMISSION	7-speed twin-clutch auto
CURB WEIGHT (F/R DIST)	3,614 lb (42/58%)
WHEELBASE	103.1 in
LENGTH X WIDTH X HEIGHT	175.6 x 75.7 x 45.9 in
0-60 MPH	3.0 sec (MT est)
EPA CITY/HWY/COMB FUEL ECON	14/20/16 mpg
ENERGY CONSUMPTION, CITY/HWY	241/169 kW-hrs/100 miles
CO2 EMISSIONS, COMB	1.20 lb/mile
REAL MPG, CITY/HWY/COMB	16.2/20.0/17.7 mpg
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POTENZA RE960AS
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Grabber AT²

On-/Off-Road All-Terrain

53 sizes in 14"-20"

Developed for pickup truck and SUV drivers looking for exceptional traction over all terrains, the Grabber AT² is designed to combine long wear and reliability with year round competence on- and off-road in dry, wet and wintry conditions.

AltimaX RT⁴³



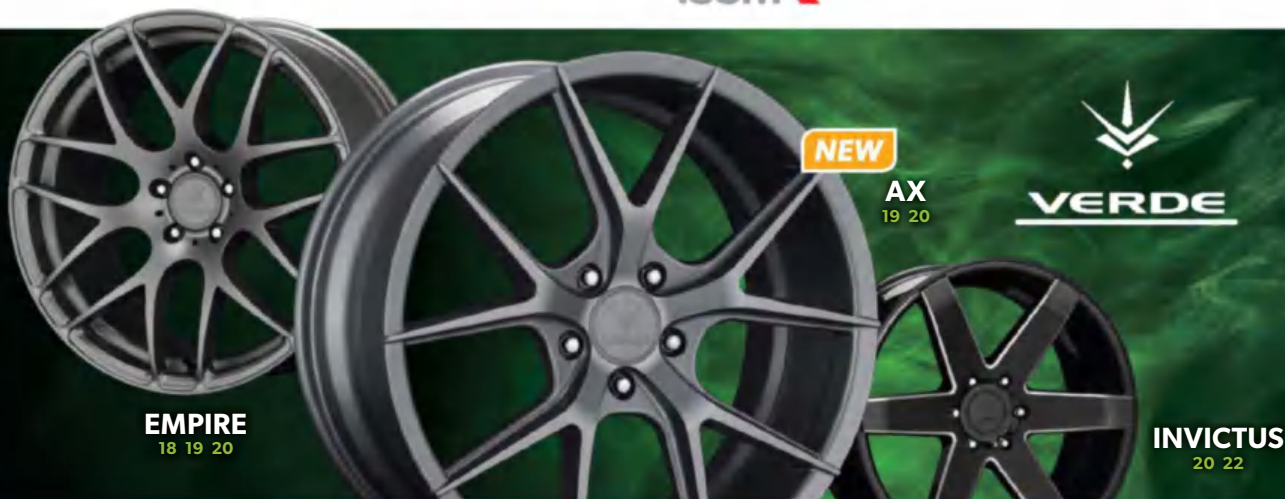
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Standard Touring All-Season

38 sizes in 13"-18"

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PICTURED:
Ford Raptor
Page 73

KEY

5M five-speed manual
6A/8A six/eight-speed auto
6-sp auto-cl man
six-speed auto-clutch manual

7-sp twin-cl auto
seven-speed twin-clutch
automatic
FWD front-wheel drive

AWD On-road oriented
all-wheel drive / **RWD** rear-
wheel drive / **4WD** Off-road
oriented 4-wheel drive

NHTSA and IIHS
safety data derived from
2015 or 2016 model ratings

IntelliChoice
five-year
retained value
data may apply
to common vehicle
variants, not
an average of all
model variants.

ALL-NEW

New inside
and out,
possible
powertrain
changes

MAJOR

Mid-cycle
change
updates, minor
powertrain
changes

MINOR

Special editions,
significant new
features

UNCHANGED

Minor trim
or package
changes,
new colors



EPA Econ City/Hwy 18-20/26-27 mpg 0-60 mph 6.4 sec

Acura MDX

Base Price \$43,785-\$45,785 **Body Type** SUV

MAJOR The nine-speed automatic first introduced on the TLX V-6 has made its way to the MDX along with a revised AWD system. AcuraWatch, a suite of safety aids that includes road departure mitigation, rear cross traffic alert, and collision mitigation, is now available. Despite its size, the seven-passenger MDX accelerates and handles well with moves that belie its two-ton curb weight, making it one of the best-driving SUVs in its class. **Cool Fact** The MDX is the best-selling vehicle in Acura's lineup.

Base Engine 3.5L/290-hp/267-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 9A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 51%

Proof that sportiness and family-friendliness aren't mutually exclusive.



EPA Econ City/Hwy 19-20/28-29 mpg 0-60 mph 6.2 sec*

Acura RDX

Base Price \$36,190-\$37,690 **Body Type** SUV

MAJOR Refreshed with a revised suspension and a more powerful V-6 with a broader torque curve, the RDX aims to keep itself relevant in the luxury crossover segment. Other changes include the addition of Jewel Eye LED headlights and a host of safety aids, including collision mitigation, lane keeping assist, and blind-spot warning. The body structure has been improved for better front collision performance. **Cool Fact** The V-6 engine can operate in four-cylinder mode to optimize fuel economy during light loads.

Base Engine 3.5L/279-hp/252-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 53%

The crossover for those who want an MDX in a smaller package.



EPA Econ City/Hwy 21/28 mpg 0-60 mph 6.4 sec

Audi Allroad

Base Price \$43,625 **Body Type** SUV

UNCHANGED A leather-wrapped, three-spoke steering wheel is now standard on all Allroads. The Navigation package now comes with hands-free keyless entry/start and 4G LTE connectivity, and the Technology package for the Premium Plus trim adds a Bang & Olufsen sound system. AWD remains standard, and the venerable 2.0-liter, turbo I-4 and eight-speed automatic continue to be the only powertrain available on this upscale Outback alternative. **Look For** A new Allroad to follow after the next-generation A4 is introduced.

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, AWD, 8A
Towing 1,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 47%

The most carlike of Audi's crossovers.



EPA Econ City/Hwy 20/28-29 mpg 0-60 mph 7.8-8.2 sec*

Audi Q3

Base Price \$34,625-\$36,725 **Body Type** SUV

MINOR The 2016 Q3 receives subtle exterior and interior design changes, including a redesigned grille, bumper, side sills, headlights, and taillights. Front and rear parking sensors and a rearview camera are now standard on all Q3s, and four new colors are available. The Prestige package now includes full LED headlights. **Cool Fact** In Europe, the Q3 is available in a high-performance model called the RS Q3; it's powered by a 340-hp, turbo inline-five mated to a seven-speed twin-clutch automatic.

Base Engine 2.0L/200-hp/207-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,000 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%

Essentially an A3 hatchback on stilts.



EPA Econ City/Hwy 17-24/26-31 mpg 0-60 mph 4.4-7.0 sec*

Audi Q5/SQ5

Base Price \$41,825-\$54,225 **Body Type** SUV

UNCHANGED The Audi Q5 sees packaging changes across the range. The Navigation Plus package now includes 4G LTE connectivity and a panoramic sunroof, and the Technology package for the Premium Plus trim comes with a Bang & Olufsen sound system. The SQ5 gets new 20-inch alloy wheels in the Black Optics package, and adaptive damping suspension is a standalone option in the SQ5 Premium Plus. **Driver's Choice** The SQ5 proves that crossovers can be great sporting machines, too.

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engines 3.0L/272-354-hp/295-346-lb-ft s'chg'd V-6; 3.0L/240-hp/428-lb-ft t'diesel V-6; 2.0L turbo I-4 + elec, 245 hp
Drivetrain Front engine, AWD, 8A
Towing 4,400 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 52%

A full range that appeals to everyone from fuel misers to speed demons.



EPA Econ City/Hwy 18-20/24-30 mpg* 0-60 mph 6.1-7.0 sec*

Audi Q7

Base Price \$50,000-\$70,000* **Body Type** SUV

ALL-NEW Lighter than its predecessor, the Audi Q7 returns with a new 252-hp turbo-four and a roomier, more luxurious interior. New features include an updated MMI infotainment system with a pop-up touchscreen, head-up display, and a host of safety aids, including traffic jam and turning assists. A plug-in hybrid will eventually be offered alongside the turbo-four, diesel V-6, and supercharged V-6. **Look For** The upcoming Bentley Bentayga SUV to slot in way above the Q7 as the VW Group's flagship SUV.

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4*
Opt Engines 3.0L/333-hp/325-lb-ft s'chg'd V-6*; 3.0L/240-hp/428-lb-ft t'diesel V-6*
Drivetrain Front engine, AWD, 8A
Towing 6,600 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 51%

Audi's largest SUV is smarter, lighter, and more fuel-efficient than ever.



BMW X1

Base Price \$35,795 **Body Type** SUV

ALL-NEW The X1 makes AWD standard and moves to a new platform shared with Mini. The styling has been updated, making the X1 look more like the X5 instead of just a tall hatchback. The turbo-four is part of BMW's new engine family, and despite the front-wheel-drive roots, the AWD system can send 100 percent of the power to the rear wheels at a moment's notice. **Avoid** Waiting for the return of the last-gen's xDrive35i model; instead, a turbodiesel four-cylinder model might be in the cards in a few years.

Base Engine 2.0L/228-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, AWD, 8A
Towing N/A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%

The littlest BMW SUV now looks the part.

BMW X3

Base Price \$39,595-\$47,345 **Body Type** SUV

UNCHANGED After a major refresh last year, the X3 only sees small changes, gaining enhanced USB and Bluetooth standard on all models and reducing prices for certain options while changing availability of others for 2016. The premium Harman Kardon sound system is now standard on the xDrive35i model. The entry-level engine is still the 2.0-liter, turbo I-4 that's available with rear- or all-wheel drive. **Cool Fact** The X3 has all of the modern tech gizmos, including a foot-wave-activated power rear liftgate.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engines 2.0L/181-hp/280-lb-ft I-diesel I-4; 3.0L/300-hp/300-lb-ft turbo I-6
Drivetrain Front engine, RWD/AWD, 8A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 51%

Jack of all trades, master of most.

BMW X4

Base Price \$45,895-\$50,245 **Body Type** SUV

UNCHANGED All-new last year, the X4 adds enhanced USB and Bluetooth as standard and sees a price reduction for the Driver Assistance Plus and Technology packages, which are now \$1,700 and \$2,750, respectively. Unlike the X3 it's based on, the AWD X4 doesn't get a diesel engine. Instead, power options include a 2.0-liter, turbo I-4 and a more powerful 3.0-liter, turbo I-6. **Best Buy** The xDrive28i comes with the same style of the xDrive35i model for those who couldn't care less about 0-60 times.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/300-hp/300-lb-ft turbo I-6
Drivetrain Front engine, AWD, 8A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%

Only the rear-seat passengers have to sacrifice for style.

BMW X5/xDrive40e PHEV/M

Base Price \$54,895-\$99,795 **Body Type** SUV

MAJOR The new X5 xDrive40e is BMW's first plug-in hybrid SUV. The PHEV pairs a 2.0-liter, turbo I-4 with an electric motor and the xDrive AWD system. BMW estimates the xDrive40e will travel up to 13 miles on electricity alone and expects an EPA rating of 55 mpg-e. The hybrid system will be more performance-oriented with the added bonus to fuel economy instead of sapping fun in the name of efficiency. Although most X5s have AWD, a RWD sDrive35i lowers the base price. **Driver's Choice** The X5 M is still gloriously excessive.

Base Engine 3.0L/300-hp/300-lb-ft turbo I-6
Opt Engine 3.0L/255-hp/413-lb-ft I-diesel I-6; 2.0L turbo I-4 + elec, 308 hp; 4.4L/445-567-hp/480-553-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD, 8A
Towing 6,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 51%

BMW's best-selling SUV offers more options than ever.

BMW X6/M

Base Price \$60,795-\$103,195 **Body Type** SUV

UNCHANGED After the X6 received updates for 2015, this is a quiet year for BMW's larger coupelike SUV. Last year also marked the arrival of a more powerful X6 M, the least quiet iteration of the X6. The M variant turns up the boost for 567 hp and 553 lb-ft of torque and exists merely because it can. All X6 trims now get enhanced USB and Bluetooth standard, and prices for packages and some individual features have been revised. **Cool Fact** The X6 M is just as good on a racetrack as the rest of the M lineup.

Base Engine 3.0L/300-hp/300-lb-ft turbo I-6
Opt Engine 4.4L/445-567-hp/480-553-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD, 8A
Towing 6,000 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 53%

For when the X5 isn't stylish enough and the X4 is too small.

Buick Enclave

Base Price \$39,990-\$46,585 **Body Type** SUV

MINOR A special edition called the Tuscan Edition comes with 20-inch chrome wheels with bronze accents, a bronze-clad waterfall grille, and a choice of three exterior colors. All Enclaves now get standard 19-inch alloy wheels and three new exterior color options, and 19-inch chrome wheels are also an option. 4G LTE connectivity is available for a monthly fee after the three-month/3-GB trial period ends. **Cool Fact** The Enclave is mechanically related to the Chevrolet Traverse and GMC Acadia.

Base Engine 3.6L/288-hp/270-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 4,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 46%

The best of the GM three-row crossover trifecta.

EPA Econ City/Hwy 23/34 mpg* 0-60 mph 6.3 sec*



EPA Econ City/Hwy 19-27/27-34 mpg 0-60 mph 5.3-7.5 sec*



EPA Econ City/Hwy 19-20/27-28 mpg 0-60 mph 5.2-6.3 sec



EPA Econ City/Hwy 14-24/19-31 mpg; 55 mpg-e* 0-60 mph 4.0-6.5 sec*



EPA Econ City/Hwy 14-19/19-27 mpg 0-60 mph 4.0-5.8 sec*



EPA Econ City/Hwy 16-17/22-24 mpg 0-60 mph 8.2-8.5 sec*



EPA Econ City/Hwy 23-27/30-35 mpg* 0-60 mph 9.0-10.1 sec*

Buick Encore

Base Price \$25,500-\$27,000* **Body Type** SUV

MAJOR Buick introduces the Encore Sport Touring, a more spirited take on the comfortable subcompact. The Sport Touring's turbo 1.4-liter is part of GM's new engine family, and in addition to an estimated 15 hp and 29 lb-ft of torque gain, the powerband is improved for urban driving. The Sport Touring will also add a rear spoiler and unique 18-inch aluminum wheels. Also added are three new exterior colors and revised, optional 18-inch "Ultra-Bright" alloy wheels. **Cool Fact** The Encore is one of Buick's best-selling models.

Buick's premium small crossover continues to make a name for itself.

Base Engine 1.4L/138-hp/148-lb-ft turbo I-4
Opt Engine 1.4L/153-hp*/177-lb-ft* turbo I-4
Drivetrain Front engine, FWD/AWD, 6A
Towing N/A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 44%



EPA Econ City/Hwy 14-15/20-21 mpg 0-60 mph 5.9-6.2 sec

Cadillac Escalade/ESV

Base Price \$74,000-\$93,500* **Body Type** SUV

UNCHANGED An updated CUE infotainment system now comes with improved navigation functionality and Apple CarPlay compatibility. Lane keeping assist has been added to the Escalade's list of available safety and driver assistance systems. GM's Magnetic Ride Control system remains standard and helps the Escalade stay planted on the road while maintaining excellent ride comfort. **Cool Fact** The Escalade's eight-speed automatic transmission is shared with performance cars such as the CTS-V and ATS-V.

The American juggernaut of luxury SUVs.

Base Engine 6.2L/420-hp/460-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/4WD, 8A
Towing 8,300 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 49%



EPA Econ City/Hwy 16-17/23-24 mpg 0-60 mph 6.6-6.8 sec

Cadillac SRX

Base Price \$38,600-\$47,130 **Body Type** SUV

UNCHANGED The Cadillac SRX isn't projected to get any major changes before an updated model with revised styling and a new name—XT5—makes its debut next year. Regardless of what you call it, Cadillac's midsize five-passenger crossover is by far its best-selling vehicle. Expect Apple CarPlay and Android Auto infotainment connectivity and standard 4G LTE connectivity via OnStar with a monthly fee after the three-month/3-GB trial period ends. **Look For** Much bolder front styling on the face-lifted model.

A competitive entry that's about to be renamed.

Base Engine 3.6L/308-hp/265-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 47%



EPA Econ City/Hwy 24/26 mpg 0-60 mph 10.1 sec*

Chevrolet City Express

Base Price \$23,000-\$25,000* **Body Type** Van

UNCHANGED The City Express, a rebadged Nissan NV200 cargo van, is a fuel-efficient alternative for buyers needing a commercial van but not the capability of the body-on-frame full-size Express. With 122.7 cubic feet of cargo volume and up to 1,500 pounds of payload capacity, the City Express is a reasonable alternative for businesses that don't want the larger footprint of the stoic old Express. **Best Buy** Depending on local incentives, the Chevrolet might be cheaper than the nearly identical Nissan.

And it's Nissan with the assist! Chevrolet scores and stays in the small van game.

Base Engine 2.0L/131-hp/139-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD, CVT
Towing N/A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 46%



EPA Econ City/Hwy 17-22/24-31 mpg* 0-60 mph 7.4-9.3 sec

Chevrolet Colorado

Base Price \$21,000-\$40,000* **Body Type** Pickup

MAJOR The Colorado impressed us so much that we named it our 2015 Truck of the Year. The right-size pickup is smaller than the Silverado and feels noticeably nimbler. A 2.8-liter, Duramax turbodiesel inline-four will be arriving later in 2016. Apple CarPlay connectivity is now available, and the LT and Z71 trims get an enhanced multicolor gauge cluster display. **Cool Fact** With a 4G LTE Wi-Fi hot spot, lane departure warning, and forward collision alert, the Colorado is as technologically savvy as it is capable.

Chevrolet has changed the game.

Base Engine 2.5L/200-hp/191-lb-ft I-4
Opt Engines 3.6L/305-hp/269-lb-ft V-6;
2.8L/181-hp/369-lb-ft t'diesel I-4
Drivetrain Front engine, RWD/4WD, 6M/6A
Towing 3,500-7,700 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 57%



EPA Econ City/Hwy 16-22/23-32 mpg 0-60 mph 6.8-9.6 sec*

Chevrolet Equinox

Base Price \$23,500-\$35,000* **Body Type** SUV

MAJOR Exterior styling tweaks include a revised front fascia, new wheel designs, and chrome exhausts on V-6 models. Projector headlights, a 7-inch touchscreen, and a rearview camera are now standard. New safety aids include blind-spot warning and rear cross traffic alert. Saddle Up is a newly available interior color, and the Equinox now offers a tablet holder. **Cool Fact** Aside from the mechanically related GMC Terrain, the Equinox is the only crossover in its class with an available engine producing more than 300 hp.

Still ready to take on the competition.

Base Engine 2.4L/182-hp/172-lb-ft I-4
Opt Engine 3.6L/301-hp/272-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,500-3,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 50%

Chevrolet Express/GMC Savana

Base Price \$30,500-\$50,000* **Body Type** Van

UNCHANGED Standard equipment now includes six D-ring tie-downs on cargo models. Single-pane side-view mirrors and OnStar with 4G LTE Wi-Fi are available, as are a 220-amp alternator and aux battery system for gas models. The availability of a turbodiesel V-8 and its 10,000-lb tow capacity means the vans can serve a subset of the full-size commercial van segment that no competitor can currently match. **Best Buy** Either if a van with well-known ownership costs is more important than one with more innovation.

Base Engine 4.8L/285-hp/295-lb-ft V-8
Opt Engines 6.0L/342-hp/373-lb-ft V-8;
 6.6L/260-hp/525-lb-ft t'diesel V-8
Drivetrain Front engine, RWD, 6A
Towing 7,400-10,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 49%

GM plays it safe.

Chevrolet Silverado

Base Price \$27,500-\$52,500* **Body Type** Pickup

MAJOR The Silverado brings the excellent eight-speed automatic found on the 6.2-liter V-8 to some models with the smaller 5.3-liter V-8. Other trims with that engine and all trucks with the entry-level V-6 carry over the old six-speed automatic. A new front fascia with a sculpted hood and horizontal body-color elements adds a more Colorado-like front end. **Cool Fact** The latest MyLink will also support Android Auto and Apple CarPlay, bringing the Silverado to the front of the pack in connectivity.

Base Engine 4.3L/285-hp/305-lb-ft V-6
Opt Engines 5.3L/355-hp/383-lb-ft V-8;
 6.2L/420-hp/460-lb-ft V-8
Drivetrain Front engine, RWD/4WD, 6A/8A
Towing 7,600-12,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 56%

Careful changes in high-impact areas make a capable truck even better.

Chevrolet Silverado HD

Base Price \$34,000-\$64,000* **Body Type** Pickup

UNCHANGED Last year, Chevrolet gave the Silverado HD the looks to match its capability and brought it in line with the smaller Silverado in the styling department. Despite the constant one-upmanship in the segment, Chevrolet doesn't seem concerned and is happy with "just" 765 lb-ft of torque with the available turbodiesel V-8. The Silverado HD is a less powerful truck than the competition, but it does well what it aims to do. **Cool Fact** The High Country model brings Denali-like refinement with Chevrolet styling.

Base Engine 6.0L/360-hp/380-lb-ft V-8
Opt Engine 6.6L/397-hp/765-lb-ft t'diesel V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 14,800-23,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 3-4 stars
IntelliChoice 5-Yr Retained Value 57%

For when you just need to get the job done and don't care about the biggest number.

Chevrolet Tahoe/Suburban

Base Price \$48,000-\$68,000* **Body Type** SUV

UNCHANGED The Tahoe and Suburban see a few updates, with a newly available head-up display for the LTZ trim and the base LS gaining a standard 8-inch infotainment system with 4G LTE Wi-Fi connectivity, Apple CarPlay support, and an Enhanced Driver Alert package for 2016. The new package includes power-adjustable pedals, IntelliBeam high-beam assist, lane keeping assistance, a forward collision alert, and the Safety Alert Seat. **Best Buy** If you plan to frequently haul full loads of people and stuff, spring for the Suburban.

Base Engine 5.3L/355-hp/383-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/4WD, 6A
Towing 8,300-8,600 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 54%

The classic recipe, now with more technology and efficiency.

Chevrolet Traverse

Base Price \$32,100-\$45,040 **Body Type** SUV

UNCHANGED For 2016 the Traverse gains 4G LTE connectivity with a Wi-Fi hot spot, new 20-inch aluminum wheel designs in painted or machined finishes, a new Leather and Driver Confidence package for LT trims, and two new exterior colors: Iridescent Pearl and Mosaic Black Metallic. The new package includes leather seating, power-folding and auto-dimming mirrors, blind-spot monitoring, and rear cross traffic alert. **Best Buy** If you need to haul seven or eight people, the Traverse makes more financial sense than the Tahoe.

Base Engine 3.6L/281-288-hp/266-270-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 5,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 46%

Vanilla design but with lots of room in the third row.

Chevrolet Trax

Base Price \$21,000-\$27,500* **Body Type** SUV

UNCHANGED The Trax combines a compact footprint, plenty of cargo capacity, and the all-weather capability endowed by available AWD. The 1.4-liter, turbo inline-four delivers adequate power but still provides reasonable fuel economy. The Trax also features a 4G LTE Wi-Fi hot spot and Siri Eyes Free functionality. Four new exterior colors are added for 2016: Crimson Metallic, Sable Metallic, Cyber Gray Metallic, and Champagne Silver Metallic. **Avoid** The Trax if you're a tall driver and are always shuttling your tall friends around.

Base Engine 1.4L/138-hp/148-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing N/A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 44%

A subcompact with traction options.



EPA Econ City/Hwy 11/16-17 mpg; Not Rated (6.6L) 0-60 mph 7.5-9.5 sec*



EPA Econ City/Hwy 15-18/21-24 mpg* 0-60 mph 6.0-7.4 sec*



EPA Econ City/Hwy Not Rated 0-60 mph 7.0-8.3 sec*



EPA Econ City/Hwy 15-16/22-23 mpg 0-60 mph 6.7-7.3 sec



EPA Econ City/Hwy 16-17/23-24 mpg 0-60 mph 7.5-8.0 sec*



EPA Econ City/Hwy 24-26/31-34 mpg 0-60 mph 9.0-10.1 sec

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Chrysler Town & Country

Base Price \$30,990-\$41,290 **Body Type** Minivan

MINOR As Chrysler turns 90, the Town & Country celebrates with a commemorative Anniversary Edition that takes a midlevel Touring-L trim and adds a power sunroof, first- and second-row seat warmers, a heated steering wheel, keyless entry and ignition, bright door handles, and Anniversary Edition logos. The T&C has long been one of the top three in the segment, and despite the dated gauges and infotainment screen, it shows in details such as the Stow 'n Go seating. **Look For** The next-generation T&C to debut before long.

The higher-end American Contender.

Base Engine 3.6L/283-hp/260-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 7/2nd-3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 40%

EPA Econ City/Hwy 17/25 mpg 0-60 mph 7.8 sec



Dodge Durango

Base Price \$31,500-\$45,000* **Body Type** SUV

MINOR The Durango adds engine stop-start technology for V-6 models and a Sport mode, and it's available with the latest 8.4-inch Uconnect system. All models will feature a new standard wheel or wheel finish, and two new appearance packages are available: the Brass Monkey and Platinum. Red Pearl, Luxury Brown, Light Brownstone, and Ivory Pearl Tri-coat are new exterior colors. **Cool Fact** The Durango fits between three-row crossovers and body-on-frame SUVs, making it the Goldilocks of the anti-minivan camp.

Base Engine 3.6L/290-295-hp/260-lb-ft V-6
Opt Engine 5.7L/360-hp/390-lb-ft V-8
Drivetrain Front engine, RWD/AWD/4WD, 8A
Towing 6,200-7,400 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 47%

Dodge's go-anywhere-in-luxury option.

EPA Econ City/Hwy 14-19/22-25 mpg* 0-60 mph 6.6-7.9 sec



Dodge Grand Caravan

Base Price \$22,790-\$31,990 **Body Type** Minivan

UNCHANGED Although the Grand Caravan had all but left the building last year, the budget version of the popular Chrysler Town & Country has not been discontinued. The Grand Caravan is the least expensive minivan on the market and remains in the No. 1 spot on the Canadian minivan sales chart. The Grand Caravan is powered by a 283-hp, 3.6-liter V-6 and shares the "most powerful minivan" crown with the T&C. **Best Buy** The American Value package for around \$23,000 is the thriftiest way to tote seven people in reasonable comfort.

Base Engine 3.6L/283-hp/260-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 7/2nd-3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 42%

Canada keeps the flame alive.

EPA Econ City/Hwy 17/25 mpg 0-60 mph 7.9 sec



Dodge Journey

Base Price \$21,890-\$34,290 **Body Type** SUV

UNCHANGED The Journey continues on as one of the most affordable three-row crossovers to offer both all-wheel drive and a V-6 engine. The base I-4 is best avoided, as the V-6 is more powerful and only has a 2-mpg fuel economy penalty. For 2016, the three-row crossover goes from seven to five trim levels, adding simplicity to the line. Jazz Blue Pearl and Olive Green have been added as exterior color options, and prices for the SXT and Crossroad have been lowered. **Avoid** Trying to fit adults in the cramped third-row seats.

Base Engine 2.4L/173-hp/166-lb-ft I-4
Opt Engine 3.6L/283-hp/260-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 4A/6A
Towing 1,000-2,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 44%

People-moving without sliding doors.

EPA Econ City/Hwy 16-19/24-26 mpg 0-60 mph 7.5-9.0 sec*



Fiat 500X

Base Price \$20,900-\$29,900 **Body Type** SUV

ALL-NEW Fiat's answer to the Mini Countryman is quirky, full of Italian charm, and available with vibrant exterior colors. The 500X promises plenty of capability and style wrapped in a retro-inspired package. Features such as the Uconnect infotainment system and safety aids such as forward collision warning, lane departure warning, and blind-spot assist are available on the higher trim levels. **Avoid** The base Pop model because of its limited color palette and lack of features found in higher trims.

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine 2.4L/180-hp/175-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 6M/9A
Towing N/A
Basic Warranty 4 yrs/50,000 miles

Another Italian comes to seduce Americans with its bubblyness and quirky charm.

EPA Econ City/Hwy 21-25/30-34 mpg 0-60 mph 8.5-9.0 sec*



Ford Edge/Sport

Base Price \$29,000-\$41,000* **Body Type** SUV

UNCHANGED The unabated success of the new-for-2015 Edge continues strong with new models flying off dealer lots as fast as Ford can make them. We don't expect the Edge to see major changes, but it's possible the two-row crossover could get the Sync 3 infotainment system, which rolls out to the rest of the brand this year. The Edge is offered with three engines: a turbocharged, 2.0-liter I-4, a 3.5-liter V-6, and a twin-turbo, 2.7-liter V-6. **Cool Fact** An Edge Sport lapped *Motor Trend's* figure-eight course just as quickly as a Porsche Macan S.

Base Engine 2.0L/245-hp/275-lb-ft turbo I-4
Opt Engines 3.5L/280-hp/250-lb-ft V-6;
 2.7L/315-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000-3,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 49%

Ford's popular midsize crossover gets tech savvy and is quicker than its predecessor.

EPA Econ City/Hwy 17-22/24-30 mpg 0-60 mph 5.7-7.5 sec*



Base Engine 3.5L/282-hp/253-lb-ft V-6
Opt Engines 2.7L/325-hp/375-lb-ft twin-turbo V-6; 5.0L/385-hp/387-lb-ft V-8; 3.5L/365-450-hp/420-450-lb-ft twin-turbo V-6* **Drivetrain** Front engine, RWD/4WD, 6A/10A **Towing** 7,600-12,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 57%



EPA Econ City/Hwy 15-19/21-26 mpg **0-60 mph** 6.0-7.5 sec* | Thoughtful tech makes the F-150 even better.

Ford F-150/Raptor

Base Price \$27,500-\$60,000* **Body Type** Pickup

MAJOR Sync 3 is new, as is a compressed natural gas/propane fuel prep package for trucks with the 5.0-liter V-8. The available Pro Trailer Backup Assist feature makes the task of backing up with a trailer as simple as turning a knob. The new Raptor coming for 2017 will use a 10-speed automatic, and the luxurious Limited trim now tops the lineup. **Cool Fact** A line on the F-150's backup camera's image indicates where the tow ball is, making trailer hitching easier.



EPA Econ City/Hwy 21-23/28-32 mpg **0-60 mph** 6.8-9.5 sec*

Ford Escape

Base Price \$24,345-\$30,630 **Body Type** SUV

UNCHANGED The latest Sync 3 infotainment system rolls out this year on the Escape and boasts an improved touch interface and a more intuitive search feature for the navigation system. The SE trim level adds a chrome appearance package that includes leather-accented seats. Three available powertrains include a 2.5-liter inline-four, a slightly more powerful 1.6-liter, turbo inline-four, and a line-topping 2.0-liter, turbo inline-four with 240 hp. **Cool Fact** The Escape's new Electric Spice color is also featured on the Edge Sport.

Base Engine 2.5L/168-hp/170-lb-ft I-4
Opt Engines 1.6L/178-hp/184-lb-ft turbo I-4; 2.0L/240-hp/270-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,500-3,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 46%

A solid entry in this sizzling segment.



EPA Econ City/Hwy 14-16/20-22 mpg **0-60 mph** 6.5 sec

Ford Expedition/EL

Base Price \$46,290-\$63,840 **Body Type** SUV

UNCHANGED The Sync 3 infotainment system and one-touch functionality for the power-folding third-row seats are new this year. Otherwise, the Expedition continues to offer plenty of towing capacity and seating for adults in all three rows. The independent rear suspension allows for a flat, spacious cargo area, and the EcoBoost V-6 has us forgetting all about the old V-8. The Expedition has a great heart. We just wish it had the fit and finish to match. **Avoid** The Expedition if you're looking for the latest active safety technology.

Base Engine 3.5L/365-hp/420-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Front engine, RWD/4WD, 6A
Towing 9,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 49%

You can teach an old dog new tricks, but it's still an old dog.



EPA Econ City/Hwy 16-19/22-28 mpg **0-60 mph** 5.7-8.6 sec*

Ford Explorer

Base Price \$31,645-\$53,545 **Body Type** SUV

MAJOR The most significant addition is the 2.3-liter EcoBoost turbo-four with 280 hp. All-wheel drive is now available across the board, and a Platinum trim has been added as the range-topping variant. In addition to a silver Ford oval on the steering wheel, the Platinum also includes a special Sony audio system, quilted leather seat accents, and massaging front seats. Exterior styling has also been revised with standard LED headlights. **Cool Fact** The 2.3-liter EcoBoost I-4 is also used in the Ford Mustang and Lincoln MKC.

Base Engine 3.5L/290-hp/255-lb-ft V-6
Opt Engines 2.3L/280-hp/310-lb-ft turbo I-4; 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 3,000-5,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 50%

A much-needed refresh that makes the turbo-four a viable option.



EPA Econ City/Hwy 16-18/23-25 mpg **0-60 mph** 5.9-7.9 sec

Ford Flex

Base Price \$30,000-\$44,000* **Body Type** SUV

UNCHANGED SEL and Limited trims offer Sync 3 with new software, new hardware, a more intuitive interface, and upgraded voice recognition that is said to improve the experience over Sync with MyFord Touch. An Appearance package blacks out door handles, window sills, the roof, liftgate trim, front grille, and the standard 20-inch rims. Three new colors are added: Shadow Black, Too Good to Be Blue, and Kona Blue. **Cool Fact** The optional refrigerated second-row console bin has a freeze mode that cools it down to 23 degrees F.

Base Engine 3.5L/287-hp/254-lb-ft V-6
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 4,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety IIHS: TSP
IntelliChoice 5-Yr Retained Value 46%

Remove the EcoBoost badge, and the twin-turbo Flex is a classic sleeper.



EPA Econ City/Hwy Not Rated 0-60 mph 8.0-9.5 sec*

Ford Super Duty

Base Price \$33,580-\$71,595 **Body Type** Pickup

UNCHANGED The F-Series Super Duty line is entrenched in a battle for Best in Class, and with 31,200 pounds of towing capacity, it's running in second by a mere 10 pounds, at least until Ford responds. Tow title aside, the Super Duty remains incredibly capable, the available 6.7-liter, turbodiesel V-8 offering 440 horsepower and 860 lb-ft of torque, and the interiors are high-quality. Cold-weather states now get a rapid-heat supplemental cab heater as standard equipment.

Look For The torque war to rage on with Ram.

Base Engine 6.2L/316-385-hp/397-405-lb-ft V-8

Opt Engine 6.7L/440-hp/860-lb-ft t'diesel V-8

Drivetrain Front engine, RWD/4WD, 6A

Towing 16,100-31,200 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 4 stars

IntelliChoice 5-Yr Retained Value 56%

Ford sits back, deciding how big its next torque lead should be.



EPA Econ City/Hwy 14/19 mpg; Not Rated (I-5) 0-60 mph 7.6-12.5 sec

Ford Transit

Base Price \$32,155-\$45,190 **Body Type** Van

UNCHANGED The Transit is now available with the latest Sync 3 infotainment system, which boasts improved voice recognition, a better touchscreen, upgraded graphics, and faster performance. All vans will include a rearview camera with trailer hitch assist technology. Dual sliding side doors can be equipped on medium- and high-roof vans, as well. Cutaways and chassis cabs have the option to put the backup camera display on the rearview mirror.

Cool Fact The Transit has a total of 58 vehicle configurations.

Base Engine 3.7L/275-hp/260-lb-ft V-6

Opt Engines 3.5L/310-hp/400-lb-ft twin-turbo V-6; 3.2L/185-hp/350-lb-ft t'diesel I-5

Drivetrain Front engine, RWD, 6A

Seats/Foldaway 2-15/none

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 45%

Nearly as many combinations as Ben and Jerry's.



EPA Econ City/Hwy 20-22/28-30 mpg 0-60 mph 8.7-10.2 sec

Ford Transit Connect

Base Price \$23,555-\$30,180 **Body Type** Van

UNCHANGED Vans shipped to non-CARB states with the 2.5-liter I-4 will have standard flex-fuel capability, allowing them to run on E85. Vans with remote start will also get a perimeter alarm at no additional cost. Wagon Titanium variants will gain standard fold-flat second-row bucket seats, and a blind-spot information system with cross traffic alert is optional for XLT and Titanium models.

Cool Fact The Transit Connect Wagon is endorsed by Tall Clubs International as the best vehicle for the vertically gifted.

Base Engine 2.5L/169-hp/171-lb-ft I-4

Opt Engine 1.6L/178-hp/184-lb-ft turbo I-4

Drivetrain Front engine, FWD, 6A

Seats/Foldaway 2-7/2nd-3rd row

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars

IntelliChoice 5-Yr Retained Value 45%

The versatile Transit Connect gets even more flexible.



EPA Econ City/Hwy 16-17/23-24 mpg 0-60 mph 7.7-8.4 sec*

GMC Acadia

Base Price \$31,900-\$51,210 **Body Type** SUV

MINOR The Acadia is surprisingly capable, with seats for up to eight people and a standard V-6 engine. The SL cost leader trim last seen in 2012 returns to anchor the lineup, dropping the price of entry by \$3,000 from 2015's model. All SUVs now come with OnStar 4G LTE and a built-in Wi-Fi hot spot. Two new paint color options are added: Ebony Twilight Metallic and White Frost Tricoat.

Cool Fact The Acadia Denali's acoustic package makes it the quietest version of the crossover.

Base Engine 3.6L/281-288-hp/266-270-lb-ft V-6

Opt Engine None

Drivetrain Front engine, FWD/AWD, 6A

Towing 5,200 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars

IntelliChoice 5-Yr Retained Value 47%

Three rows for less than a Yukon.



EPA Econ City/Hwy 17-22/24-31 mpg* 0-60 mph 7.4-9.3 sec

GMC Canyon

Base Price \$22,000-\$40,000* **Body Type** Pickup

MAJOR The GMC Canyon provides buyers with a more upscale alternative to the Chevrolet Colorado, our 2015 Truck of the Year. Like the Chevy, the Canyon has a pair of engines that will be joined by a torque-rich and fuel-efficient 2.8-liter, turbodiesel inline-four later on in 2016. The "Baby Sierra" styling gives the Canyon a distinct look, helping it feel less like the badge-engineered effort of the past.

Avoid Going crazy with the options, as the Canyon can easily be optioned into full-size truck pricing territory.

Base Engine 2.5L/200-hp/191-lb-ft I-4

Opt Engines 3.6L/305-hp/269-lb-ft V-6; 2.8L/181-hp/369-lb-ft t'diesel I-4

Drivetrain Front engine, RWD/4WD, 6M/6A

Towing 3,500-7,700 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 4 stars

IntelliChoice 5-Yr Retained Value 56%

Badge engineering done right.



EPA Econ City/Hwy 15-18/21-24 mpg* 0-60 mph 6.0-7.4 sec*

GMC Sierra

Base Price \$28,000-\$54,500* **Body Type** Pickup

MAJOR Styling is the main reason to choose the Sierra over the Silverado. Or brand cachet if that's important to you. This year, the 5.3-liter V-8 will also be offered with the eight-speed automatic, likely on specific trims only. New LED headlights and signature daytime running lights join the face-lifted sheetmetal, and C-shaped taillights round out the look in back. Want luxury? Try the Denali trim if the Silverado's High Country model isn't the right fit for you.

Look For The eight-speed auto to completely replace the old six-speed eventually.


Base Engine 4.3L/285-hp/305-lb-ft V-6

Opt Engines 5.3L/355-hp/383-lb-ft V-8; 6.2L/420-hp/460-lb-ft V-8

Drivetrain Front engine, RWD/4WD, 6A/8A

Towing 7,600-12,000 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars

IntelliChoice 5-Yr Retained Value 56%

GMC keeps the basic truck formula but makes luxury an option.

A person in a bright yellow t-shirt and blue jeans is skydiving over a patchwork landscape of green and brown fields. Their arms are outstretched, and their legs are straight, mimicking the shape of a car. The background is a high-angle view of the ground below.

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GMC Sierra HD

Base Price \$33,500-\$66,000* **Body Type** Pickup

UNCHANGED After benefiting from a round of changes last year, gifting the Sierra HD with a much-improved interior and handsome styling, GMC doesn't seem concerned with the escalating torque battle between Ford and Ram. Although not best in class, the Duramax's 765 lb-ft of torque is nothing to scoff at, and the Sierra HD is not only quiet and comfortable but also easy to use for towing and hauling. **Best Buy** If looks are important, the Sierra HD is about the same price as a Silverado HD but looks much better.

Base Engine 6.0L/360-hp/380-lb-ft V-8
Opt Engine 6.6L/397-hp/765-lb-ft t'diesel V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 14,800-23,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 3-4 stars
IntelliChoice 5-Yr Retained Value 57%

EPA Econ City/Hwy Not Rated 0-60 mph 7.0-8.3 sec*

Who cares about best-in-class numbers when you have this much chrome and capability?



GMC Terrain

Base Price \$25,500-\$37,000* **Body Type** SUV

MAJOR The Terrain benefits from a new grille, LED daytime running lights, power dome hood design, a revised rear fascia, and other subtle cosmetic changes. Inside, the crossover gets new upholstery choices, including Saddle Up leather in the SLT trim and two-tone titanium and black leather in the Denali grade. New 18- and 19-inch wheel designs have been added. 4G LTE connection is available but costs extra after the trial period ends. **Cool Fact** The Terrain attracts the highest rate of female buyers of any GMC vehicle.

Base Engine 2.4L/182-hp/172-lb-ft I-4
Opt Engine 3.6L/301-hp/272-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,500-3,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 49%

EPA Econ City/Hwy 16-22/23-32 mpg 0-60 mph 6.8-9.6 sec*

Segment-straddling crossover gets updated but no less boxy.



GMC Yukon/XL

Base Price \$49,000-\$72,000* **Body Type** SUV

UNCHANGED The Yukon/XL sees only small changes, gaining a standard hands-free liftgate for midgrade SLT models and a capless fuel filler across the line for 2016. The Enhanced Driver Alert package brings lane keeping assistance and the IntelliBeam high-beam control system. Two new exterior colors are added: Crimson Red Tintcoat for all trims and White Frost Tintcoat for SLT and Denali only. **Cool Fact** The unique Safety Alert Seat uses sudden vibrations to alert drivers of possible upcoming danger.

Base Engine 5.3L/355-hp/383-lb-ft V-8
Opt Engine 6.2L/420-hp/460-lb-ft V-8
Drivetrain Front engine, RWD/4WD, 6A/8A
Towing 8,300-8,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 52%

EPA Econ City/Hwy 14-16/20-23 mpg 0-60 mph 6.1-6.8 sec*

The Denali is Escalade-luxurious without the look-at-me exterior.



Honda CR-V

Base Price \$24,500-\$34,000* **Body Type** SUV

UNCHANGED The redesign last year was good enough for us to name the CR-V our 2015 SUV of the Year. We praised the engine as a return to form, and even liked the CVT. The lane keeping assist system, which is joined by adaptive cruise control and an auto-braking collision avoidance system, earned accolades, too. The ride is great and feels controlled but never harsh. With the new HR-V in dealerships, the CR-V is no longer Honda's least expensive or smallest SUV. **Best Buy** Only the Touring will do if you must have a power liftgate.

Base Engine 2.4L/185-hp/181-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, CVT
Towing 1,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%

EPA Econ City/Hwy 26-27/33-34 mpg 0-60 mph 8.3-8.5 sec*

Honda proves it's still got it.



Honda HR-V

Base Price \$19,995-\$22,045 **Body Type** SUV

ALL-NEW Slotting below the CR-V, the new Honda HR-V offers plenty of practicality for its size thanks to the rear Magic Seat and its numerous configurations. This enables the HR-V to swallow up to 58.8 cubic feet of stuff and items up to 8 feet long and 4 feet tall. Available features include LaneWatch, navigation with a 7-inch touchscreen, and leather upholstery. **Cool Fact** Every HR-V comes with an auto-brake hold feature that automatically keeps the brake applied at long stoplights and lifts when you touch the accelerator pedal.

Base Engine 1.8L/141-hp/127-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6M/CVT
Towing N/A
Basic Warranty 3 yrs/36,000 miles

EPA Econ City/Hwy 25-28/32-35 mpg 0-60 mph 8.5-9.5 sec*

Honda's baby crossover is a little slow but very capable.



Honda Odyssey

Base Price \$30,000-\$45,500* **Body Type** Minivan

UNCHANGED The Odyssey continues to offer features that make it a family favorite: an available built-in vacuum, a chiller box, and a flip-up trash-bag ring. The Odyssey, which seats up to eight and has a 16.2-inch rear entertainment system, makes quick work of keeping the kids entertained and the van clean. The Honda's set of talents should place it on your short list if your family includes many children. **Look For** Honda to roll out a new Odyssey in the next few years, around the same time Chrysler introduces a new Town & Country.

Base Engine 3.5L/248-hp/250-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 7-8/3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 47%

EPA Econ City/Hwy 19/28 mpg 0-60 mph 7.4 sec

Thoughtful small details make all the difference.



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Honda Pilot

Base Price \$30,875-\$47,300 **Body Type** SUV

ALL-NEW Lighter and larger than the model it replaces, the seven- or eight-passenger Pilot returns with a revised V-6 engine and an available nine-speed transmission. Enhancements include a new interior design with a more logical control layout and an 8-inch touchscreen. A slew of available safety features includes lane departure warning and adaptive cruise control. **Best Buy** For luxury features, go Elite and get heated/cooled front seats, heated second-row seats, a panoramic glass roof, 20-inch wheels, and more.

Base Engine 3.5L/280-hp/262-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A/9A
Towing 5,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 54%

Like a three-row CR-V for large families.

EPA Econ City/Hwy 18-20/26-27 mpg 0-60 mph 7.8-8.2 sec*



Hyundai Santa Fe

Base Price \$31,295-\$41,795 **Body Type** SUV

UNCHANGED The three-row Santa Fe could get some exterior tweaks in the next couple years. With a choice of six or seven seats, Hyundai's only three-row vehicle is a family-friendly crossover. It offers plenty of room for people or gear. The Limited adds second-row captain's chairs, an available panoramic sunroof, and an Infinity premium audio system. A 290-hp, 3.3-liter V-6 engine with 252 lb-ft of torque is standard on every Santa Fe. **Best Buy** Both trims offer plenty of value for the money and a wide array of available features.

Base Engine 3.3L/290-hp/252-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 5,000 lb
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 48%

The more family-friendly of the two Santa Fes.

EPA Econ City/Hwy 17-18/22-25 mpg 0-60 mph 7.2 sec



Hyundai Santa Fe Sport

Base Price \$25,845-\$38,245 **Body Type** SUV

UNCHANGED The Santa Fe Sport enters 2016 without significant changes. Competing with the Ford Edge and Nissan Murano, the two-row crossover has a standard 190-hp, 2.4-liter engine and an optional 2.0-liter, turbo I-4. A refreshed model next year might include adaptive cruise control and a front collision braking system. In a recent comparison, a Santa Fe Sport placed second, ahead of a Ford Edge but behind a Nissan Murano. **Avoid** Confusing the Santa Fe Sport with the three-row, V-6-powered Santa Fe.

Base Engine 2.4L/190-hp/181-lb-ft I-4
Opt Engine 2.0L/265-hp/269-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6A
Towing 3,500 lb
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 47%

Not really as sporty as its name suggests.

EPA Econ City/Hwy 18-20/24-27 mpg 0-60 mph 8.5-9.3 sec



Hyundai Tucson/Fuel Cell

Base Price \$23,000-\$28,500* **Body Type** SUV

ALL-NEW Looking more upscale than ever, the 2016 Tucson returns with equipment not often found in mainstream crossovers. Full LED headlights, an 8-inch infotainment touchscreen, and safety aids such as auto emergency braking and blind-spot warning are among available features. The Eco model promises to have the best fuel economy in the Tucson range, aside from the low-volume Fuel Cell model (for lease in SoCal only). **Cool Fact** The Fuel Cell's \$2,999 down/\$499 per month/36-month lease includes free hydrogen refueling.

Base Engine 2.0L/164-hp/151-lb-ft I-4
Opt Engines 1.6L/175-hp/195-lb-ft turbo I-4; hydrogen fuel cell elec, 134 hp/221 lb-ft
Drivetrain Front engine, FWD/AWD, 1A/6A/7-sp twin-cl auto
Towing N/A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 49%

A stylish, value-oriented crossover that's ready to challenge the CR-V and Escape.

EPA Econ City/Hwy 21-26/26-33 mpg; 49/51 mpg-e 0-60 mph 7.5-12.5 sec*



Infiniti QX30 (2017)

Base Price \$33,000* **Body Type** SUV

ALL-NEW The new QX30 is Infiniti's upcoming entry-level crossover. It's based on the Mercedes-Benz GLA-Class, which is a blast to drive in AMG form. At least at first, expect the QX30 to have the GLA250's turbo-four and seven-speed dual-clutch automatic powering a rear-biased all-wheel-drive system, which bodes well for sporty driving. Let's just hope Infiniti doesn't tone down the styling too much from the concept pictured here for production. **Look For** The QX30 to reach dealerships in the summer of 2016.

Base Engine 2.0L/208-hp/258-lb-ft I-4*
Opt Engine None
Drivetrain Front engine, AWD, 7-sp twin-cl auto*
Towing N/A
Basic Warranty 4 yrs/60,000 miles

Infiniti puts a horse in the entry-luxe SUV race.

EPA Econ City/Hwy 24/32 mpg* 0-60 mph 6.9 sec*



Infiniti QX50

Base Price \$37,000-\$38,500* **Body Type** SUV

MAJOR The 2016 QX50 gains a wheelbase 3.2 inches longer than the outgoing model's for 4.3 inches of extra rear-seat legroom and a slightly larger cargo area. Exterior changes include a revised front fascia that puts it in line with the rest of the Infiniti lineup, LED foglights and daytime running lights, and a new 19-inch wheel design. The only engine available remains a 325-hp, 3.7-liter V-6 paired to a seven-speed automatic. **Cool Fact** The QX50 was first introduced as the EX35 for the 2008 model year.

Base Engine 3.7L/325-hp/267-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD/AWD, 7A
Towing N/A
Basic Warranty 4 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 47%

Despite the refresh, the QX50 is way past its expiration date.

EPA Econ City/Hwy 17/24-25 mpg* 0-60 mph 5.5-6.2 sec*



Infiniti QX60

Base Price \$43,500-\$46,500* **Body Type** SUV

MINOR We expect the QX60 to show up to the 2016 Detroit auto show with some changes—most likely cosmetic—but don't rule out powertrain upgrades. With fuel-efficient turbo-fours being introduced lower in the Infiniti lineup in the next couple years, one could make its way up to the QX60. The biggest draw of the Infiniti over the related Pathfinder is the interior quality, with its high-grade leather, textured wood, and soft plastics. The three-row QX60 is Infiniti's best-selling vehicle behind the Q50 sedan. **Look For** Changes for 2017.

Base Engine 3.5L/265-hp/248-lb-ft V-6
Opt Engine 2.5L s'chg'd I-4 + elec, 250 hp
Drivetrain Front engine, FWD/AWD, CVT
Towing 3,500 lb
Basic Warranty 4 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 46%

EPA Econ City/Hwy 19-26/26-28 mpg **0-60 mph** 8.0-8.2 sec

A fine conveyance for those without off-road pretensions.



Infiniti QX70

Base Price \$46,845-\$54,695 **Body Type** SUV

UNCHANGED Since the 2015 model year, the QX70 is only powered by a 3.7-liter V-6, with the formerly available 5.0-liter V-8 discontinued. The two-row crossover was impressive when it debuted and offers premium features such as the Around View multicamera parking system and adaptive cruise control. Despite the aging platform, it's a comfortable, nicely appointed, and attractive crossover. We do miss that V-8, though. **Look For** Updates in the next few years, but don't expect anything groundbreaking soon.

Base Engine 3.7L/325-hp/267-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD/AWD, 7A
Towing 2,000 lb
Basic Warranty 4 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 47%

EPA Econ City/Hwy 16-17/22-24 mpg **0-60 mph** 6.1 sec

Same solid recipe, but we're starting to get tired of the same old taste.



Infiniti QX80

Base Price \$64,500-\$90,000* **Body Type** SUV

UNCHANGED The Limited model, new last year, is not only the most expensive but also the most emblematic iteration of the big luxury SUV. It doesn't like corners, and it costs nearly \$100,000. But once you're inside, you realize that it floats over bumps and potholes, and the only thing you can hear from your Truffle Brown leather throne is the effortless rise and fall of the V-8 as it twists out forward motion. **Cool Fact** Optional Hydraulic Body Motion Control replaces the anti-roll bars and aims to provide a level ride with controlled handling.

Base Engine 5.6L/400-hp/413-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/4WD, 7A
Towing 8,500 lb
Basic Warranty 4 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 53%

EPA Econ City/Hwy 13-14/19-20 mpg **0-60 mph** 6.3 sec

Old-school American luxury, Japanese attention to detail.



Jaguar F-Pace

Base Price \$53,000-\$63,000* **Body Type** SUV

ALL-NEW Jaguar's first foray into the premium crossover segment is slated to arrive sometime in 2016 and promises to be a performance-oriented machine. Based on the C-X17 concept, the F-Pace is projected to feature a seductive exterior design that will distinguish it from the competition. All-wheel drive will likely be standard, and Jaguar Land Rover's Ingenium gas and diesel turbo-four engines and the current supercharged V-6 are expected offerings. **Look For** A svelte crossover with sharp claws and sporting intentions.

Base Engine 2.0L/180-hp/318-lb-ft t'diesel I-4*
Opt Engines 2.0L/260-hp/258-lb-ft turbo I-4*; 3.0L/340-380-hp/332-lb-ft s'chg'd V-6*
Drivetrain Front engine, AWD, 8A*
Towing N/A
Basic Warranty 4 yrs/50,000 miles

EPA Econ City/Hwy 17-25/26-35 mpg* **0-60 mph** 5.5-7.5 sec*

Eagerly awaiting the long-overdue arrival of Jag's first production SUV.



Jeep Cherokee/Trailhawk

Base Price \$24,290-\$31,590 **Body Type** SUV

UNCHANGED The Cherokee gets two new exterior color options: Rhino Clear Coat and Light Brownstone. Inside, the steering column tilt, instrument cluster, and front seats are all enhanced, and the latest Uconnect system is introduced. The neatest addition is the Drag and Drop Menu Bar, which allows owners to put anything from Travel Link and Yelp to heated or cooled seat controls on the Uconnect main menu bar. **Cool Fact** The Cherokee was a finalist in our 2015 SUV of the Year competition and a favorite in our long-term fleet.

Base Engine 2.4L/184-hp/171-lb-ft I-4
Opt Engine 3.2L/271-hp/239-lb-ft V-6
Drivetrain Front engine, FWD/AWD/4WD, 9A
Towing 2,000-4,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 47%

EPA Econ City/Hwy 19-22/25-31 mpg **0-60 mph** 7.5-9.8 sec*

One of the few crossovers to deliver on the off-road promise its styling makes.



Jeep Compass

Base Price \$20,390-\$27,685 **Body Type** SUV

UNCHANGED The Compass continues on and will be available in two trim levels, with a new SE package being introduced for Sport models. New features for the 2016 model year will include Uconnect hands-free and SiriusXM Radio with a one-year subscription. Latitude models get automatic headlights as standard equipment. Mojave Sand is added as an exterior paint color. **Cool Fact** With 39.9 inches of headroom and 39.4 inches of legroom, the second row is a nice place to spend time for a small SUV.

Base Engine 2.0L/158-hp/141-lb-ft I-4
Opt Engine 2.4L/172-hp/165-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 5M/6A/CVT
Towing 1,000-2,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 48%

EPA Econ City/Hwy 20-23/23-30 mpg **0-60 mph** 9.2-10.5 sec*

By now, you know what you're getting.



Jeep Grand Cherokee/SRT

Base Price \$31,000-\$66,000* **Body Type** SUV

MAJOR 2016 will herald fuel economy improvements for the 3.6-liter V-6 and 5.7-liter V-8 models; credit electric power steering, more efficient tires, and the V-6's new engine stop-start and two-step variable valve lift. All models get some aluminum suspension components. The SRT gets a new instrument gauge cluster and a new Valet restricted drive mode, and it shares the new Ivory Pearl Tri-coat paint with the Overland and Summit. **Look For** The introduction of a Maserati SUV and a three-row Jeep Grand Wagoneer in the years ahead.

Base Engine 3.6L/295-hp/265-lb-ft V-6*
Opt Engines 3.0L/240-hp/420-lb-ft t'diesel V-6; 5.7L/360-hp/390-lb-ft V-8; 6.4L/475-hp/470-lb-ft V-8
Drivetrain Front engine, RWD/AWD/4WD, 8A
Towing 6,200-7,400 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 (or 5) stars RWD (4WD)
IntelliChoice 5-Yr Retained Value 51%

EPA Econ City/Hwy 13-22/19-30 mpg* 0-60 mph 4.4-7.8 sec*

The Jeep for grown-ups.



Jeep Patriot

Base Price \$18,290-\$27,285 **Body Type** SUV

UNCHANGED If you're not an early adopter and avoid newly launched models like the plague, the Patriot might be a viable consideration over the recently introduced Renegade. The seasoned Patriot sees all the same changes as the Compass, but it starts at a lower price. If you like affordable and roomy but don't mind the circa-2007 sheetmetal, the Patriot's pair of inline-four engines offer reasonable fuel economy, as well. **Driver's Choice** The Trail Rated Patriot is a lot more capable than you might think.

Base Engine 2.0L/158-hp/141-lb-ft I-4
Opt Engine 2.4L/172-hp/165-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 5M/6A/CVT
Towing 1,000-2,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 50%

EPA Econ City/Hwy 20-23/23-30 mpg 0-60 mph 9.5-10.5 sec*

If "Mini-Grand Cherokee" isn't your style, the Patriot is your cheap Jeep.



Jeep Renegade/Trailhawk

Base Price \$19,000-\$27,500* **Body Type** SUV

UNCHANGED New features include Beats premium audio, rain-sensing wipers, and two new exterior color options: Granite Crystal Metallic and Jetset Blue Metallic Clear Coat. The 1.4-liter I-4 is paired with a six-speed manual, and the 2.4-liter matches to a nine-speed automatic. The Renegade is assembled in Italy, making it the first foreign-built Jeep sold in the U.S. **Cool Fact** The Trailhawk's Jeep Active Drive Low all-wheel-drive setup utilizes a 20:1 final first-gear ratio for more precise low-speed maneuvering.

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine 2.4L/180-hp/175-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 6M/9A
Towing 2,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 47%

EPA Econ City/Hwy 21-24/29-31 mpg 0-60 mph 8.5-9.1 sec*

The newest small Jeep still has that characteristic brand charm.



Jeep Wrangler/Unlimited

Base Price \$24,190-\$41,690 **Body Type** SUV

MINOR The new Black Bear Special Edition sports a topographical hood decal, blacked-out grille, gray bumpers, and a leather steering wheel with accent stitching. The Sahara model is also updated with a body-color bumper, special 18-inch wheels, a new "Sahara" logo, and optional Olive Green leather seats with Cattle Tan accent stitching. **Cool Fact** The Rubicon Hard Rock Edition offers electronic locking front and rear Dana 44 axles, a crawl ratio of 73.1:1 with the six-speed manual, and an Alpine nine-speaker sound system.

Base Engine 3.6L/285-hp/260-lb-ft V-6
Opt Engine None
Drivetrain Front engine, 4WD, 5A/6M
Towing 2,000-3,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 74%

EPA Econ City/Hwy 16-17/20-21 mpg 0-60 mph 6.6-8.4 sec

As the segment thins, the Wrangler remains.



Kia Sedona

Base Price \$27,295-\$40,795 **Body Type** Minivan

UNCHANGED After a full redesign for 2015, the Sedona carries over with trim changes for the 2016 model year. All trims now come with a rearview camera as standard, and the SXL grade now has chrome accents on the side sills. The L and LX trims have a new pattern for the cloth upholstery, and the EX has heated front seats as standard. SXL models are now available with an eight-passenger configuration when equipped with the Technology package. **Look For** Luxury car levels of comfort and amenities in the SXL.

Base Engine 3.3L/276-hp/248-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 7-8/3rd row
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 44%

EPA Econ City/Hwy 17-18/22-25 mpg 0-60 mph 7.8 sec

From an also-ran to a comparison-test winner.



Kia Sorento

Base Price \$25,795-\$43,995 **Body Type** SUV

ALL-NEW Despite its evolutionary exterior design, the Kia Sorento remains as stylish as ever and is now available with a 2.0-liter turbo-four. Models with Limited trim—the most luxurious Sorentos—get Nappa leather, wood trim on the steering wheel, navigation with an 8-inch touchscreen, a 360-degree camera system, and forward collision warning. The interior has up to 73.5 cubic feet of cargo space with the second and third rows folded. **Best Buy** Models with the turbo I-4 or V-6 provide plenty of power for hauling people and/or gear.

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engines 2.0L/240-hp/260-lb-ft turbo I-4; 3.3L/290-hp/252-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000-5,000 lb
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 49%

EPA Econ City/Hwy 17-21/23-29 mpg 0-60 mph 7.3-9.5 sec*

Stylish but practical and useful for the family.

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LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 12/28/15. Limit one coupon per customer per day.

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**CENTECH
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\$14.99
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**3 GALLON
100 PSI OILLESS
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CENTRAL PNEUMATIC
SAVE 55%
LOT 69269/97080 shown

\$39.99 \$59.99
REG. PRICE \$89.99

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**26", 4 DRAWER
TOOL CART**
US-CENTRAL
• 580 lb. Capacity
LOT 95659 shown
61634/61952

\$99.99 \$159.99
REG. PRICE \$279.99

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WOW SUPER COUPON

**12" SLIDING COMPOUND
DOUBLE-BEVEL
MITER SAW WITH
LASER GUIDE**
NEW
LOT 61776/61969/61970/69684 shown
CHICAGO ELECTRIC

\$134.99 \$187.99
REG. PRICE \$299.99

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WOW SUPER COUPON

**29 PIECE TITANIUM
NITRIDE COATED
HIGH SPEED STEEL
DRILL BIT SET**
PITTSBURGH
LOT 5889/62281/61637 shown

\$9.99
REG. PRICE \$24.99

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WOW SUPER COUPON

**EMERGENCY
39 LED TRIANGLE
WORKLIGHT**
NEW
SAVE 58%
LOT 62158 shown
62417/62574

\$32.99
REG. PRICE \$79.99

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WOW SUPER COUPON

**RAPID PUMP® 3 TON
LOW PROFILE
HEAVY DUTY STEEL
FLOOR JACK**
PITTSBURGH
• Weights 77 lbs.
LOT 68049/62326
62670/61282/61253 shown

\$84.99
REG. PRICE \$169.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/28/15. Limit one coupon per customer per day.

WOW SUPER COUPON

**POWDER-FREE NITRILE GLOVES
PACK OF 100**
HARDY
• 5 mil. thickness
YOUR CHOICE!
\$6.49
REG. PRICE \$11.99

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/28/15. Limit one coupon per customer per day.

WOW SUPER COUPON

**130 PIECE TOOL KIT
WITH CASE**
PITTSBURGH
LOT 69331
68998 shown

\$29.99
REG. PRICE \$89.99

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/28/15. Limit one coupon per customer per day.

WOW SUPER COUPON

2 PIECE VEHICLE WHEEL DOLLIES
PITTSBURGH
• 1500 lb. Capacity
LOT 60343
67338 shown

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Kia Sportage

Base Price \$23,045-\$32,385 **Body Type** SUV

UNCHANGED The Sportage LX's Popular package now comes with a rearview camera and auto on/off headlights. EX models now have hands-free keyless entry/start as standard, and the EX's Premium package includes front foglights, heated outside mirrors, and a cooled glove box. The range-topping SX variant remains unchanged and comes standard with a 260-horsepower, 2.0-liter, turbo inline-four, HID headlights, navigation, and 18-inch alloy wheels. **Look For** An all-new Sportage next year.

Base Engine 2.4L/180-182-hp/176-177-lb-ft I-4
Opt Engine 2.0L/260-hp/269-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000 lb
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4/5 stars (FWD/AWD)
IntelliChoice 5-Yr Retained Value 50%

Still attractive despite its age.

EPA Econ City/Hwy 19-21/25-28 mpg 0-60 mph 7.3-9.0 sec*



Land Rover Discovery Sport

Base Price \$38,450 **Body Type** SUV

UNCHANGED Land Rover's InControl Protect is now standard on all Discovery Sport models and adds features such as SOS emergency assistance and roadside assistance. The InControl remote feature gains the ability to lock and unlock doors and has remote start and other new features. A 5+2 configuration is available in the Discovery Sport, but it eats into the available cargo room behind the second row and doesn't offer much passenger space. **Look For** A four-cylinder turbodiesel engine in the near future.

Base Engine 2.0L/240-hp/251-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, 4WD, 9A
Towing 4,400 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 46%

Style and practicality wrapped in one package.

EPA Econ City/Hwy 20/26 mpg 0-60 mph 7.8 sec*



Land Rover LR4

Base Price \$51,395 **Body Type** SUV

UNCHANGED The LR4's infotainment system gets a refresh, increasing usability and adding a new home screen with easier access to navigation, phone, and audio settings. One new exterior color, Waitomo Grey, has been added to the LR4's color palette. A 340-horsepower, 3.0-liter, supercharged V-6 remains the only engine available, and it's paired to an eight-speed automatic transmission. **Look For** A replacement wearing the Discovery nameplate and using a range of new diesel and gas engines sometime in late 2016.

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine None
Drivetrain Front engine, 4WD, 8A
Towing 7,700 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%

Say goodbye to the LR4 and welcome back to the Discovery nameplate.

EPA Econ City/Hwy 15/19 mpg 0-60 mph 7.0 sec*



Land Rover Range Rover

Base Price \$85,945-\$200,490 **Body Type** SUV

MAJOR The 2016 Range Rover adds a long-awaited six-cylinder diesel variant called the Td6. On the other end of the spectrum is the ultra-luxurious Range Rover SVAutobiography, an ultra-high-end model that can be specified with a two-tone exterior paint scheme, knurled metal buttons and knobs, wood veneer, sliding luggage floor, retractable tables, and a drinks chiller. **Best Buy** The HSE trim's 380-hp, supercharged V-6 has plenty of power and can be had with a hands-free gesture-controlled power tailgate.

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 3.0L/380-hp/332-lb-ft s'chg'd V-6; 3.0L/254-hp/440-lb-ft t'diesel V-6; 5.0L/510-550-hp/461-502-lb-ft s'chg'd V-8
Drivetrain Front engine, 4WD, 8A
Towing 7,700 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 44%

Range Rover gets updated before Bentley and Rolls-Royce SUVs arrive on the scene.

EPA Econ City/Hwy 14-22/19-28 mpg* 0-60 mph 5.0-7.8 sec*



Land Rover Range Rover Evoque

Base Price \$42,470-\$47,670 **Body Type** SUV

MINOR One of the sexiest small SUVs is now available with full LED headlights, new alloy wheels, an 8-inch touchscreen infotainment system, a gesture-controlled power tailgate, and two new grille and body kit designs. Interior changes include new seats and door casings that come in new colors, such as Lunar Ice, Vintage Tan, and Dark Cherry. New safety aids include auto emergency braking, lane keeping assist, and a driver drowsiness monitor. **Best Buy** Four-door variants offer a great combination of style, capability, and practicality.

Base Engine 2.0L/240-hp/250-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, AWD, 9A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 49%

Attractive and capable but a bit pricey.

EPA Econ City/Hwy 21/30 mpg 0-60 mph 7.4 sec



Land Rover Range Rover Sport/SVR

Base Price \$65,945-\$112,345 **Body Type** SUV

MAJOR The new high-performance Range Rover Sport SVR comes with a 550-hp, supercharged V-8. A diesel-powered model called the Td6 will also be offered and promises improved fuel economy without sacrificing the SUV's renowned off-road capability. New features include a gesture-controlled power liftgate, automatic height access, and All-Terrain Progress Control with a low-speed cruise/crawl control mode. **Driver's Choice** The Range Rover Sport SVR is the all-terrain luxury performance SUV with room for up to seven.

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 3.0L/380-hp/332-lb-ft s'chg'd V-6; 3.0L/254-hp/440-lb-ft t'diesel V-6; 5.0L/510-550-hp/461-502-lb-ft s'chg'd V-8
Drivetrain Front engine, 4WD, 8A
Towing 7,700 lb
Basic Warranty 4 yrs/50,000 miles

A great performer on all roads.

EPA Econ City/Hwy 14-22/19-28 mpg* 0-60 mph 4.4-7.8 sec*



EPA Econ City/Hwy 15/20 mpg 0-60 mph 6.9 sec

Lexus GX

Base Price \$51,000* **Body Type** SUV

UNCHANGED The GX continues on without any significant changes, but it adds Sepia NuLuxe, the automaker's synthetic leather, to the base trim level. Lexus Enform Remote is newly added and allows owners to lock/unlock the doors, start and stop the engine and HVAC system, monitor guest drivers, and receive vehicle status updates, all through a smartphone application. As with many three-row SUVs, the way back row is best for short trips only. **Cool Fact** The GX means business on the trail, with low range and a dynamic anti-roll bar system.

This luxury off-roader can hang with the best.

Base Engine 4.6L/301-hp/329-lb-ft V-8
Opt Engine None
Drivetrain Front engine, 4WD, 6A
Towing 6,500 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%



EPA Econ City/Hwy 13/18 mpg* 0-60 mph 6.5 sec*

Lexus LX

Base Price \$84,000* **Body Type** SUV

MAJOR The LX gets a redesigned one-piece spindle grille, new taillights, new rear bumper, LED exterior lighting elements, and new 10-spoke, 20-inch wheels (2015 model pictured). Inside, the LX is nicely touched up, with more technology and content in the packages already available and the latest Enform infotainment and connectivity. A new eight-speed automatic, which should improve fuel economy and vehicle response, replaces the aging six-speed. **Cool Fact** The LX is as capable off-road as the legendary Land Cruiser.

A much-needed update injects the LX with more technology.

Base Engine 5.7L/383-hp/403-lb-ft V-8
Opt Engine None
Drivetrain Front engine, 4WD, 8A
Towing 7,000 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 55%



EPA Econ City/Hwy 22-35/27-31 mpg 0-60 mph 7.0-8.3 sec

Lexus NX

Base Price \$35,500-\$41,000* **Body Type** SUV

UNCHANGED As the NX is just starting to gain its footing, 2016 will bring only a few substitutions to the exterior color palette: Amber replaces Fire Agate Pearl, Bright Blue Metallic replaces Meteor Blue Metallic, and Ultra White replaces Eminent White Pearl for F Sport models. Otherwise, it's business as usual for the new crossover, which boasts aggressive styling, the brand's first turbo-four, and an efficient hybrid variant. **Driver's Choice** The NX 200t F Sport makes the most of what the crossover has to offer.

Lexus knows how to do luxury crossover, and the NX is another hit.

Base Engine 2.0L/235-hp/258-lb-ft turbo I-4
Opt Engine 2.5L I-4 + elec, 194 hp
Drivetrain Front engine, FWD/AWD, 6A/CVT
Towing 2,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%



EPA Econ City/Hwy 19-34/26-30 mpg* 0-60 mph 6.5-7.5 sec*

Lexus RX

Base Price \$42,500-\$49,000* **Body Type** SUV

ALL-NEW The aggressively designed 2016 Lexus RX continues the brand's move toward bold, eye-catching style. Equipped with two updated six-cylinder powertrains that produce about 300 horsepower, the new RX is more powerful and economical than before. The F Sport trim, now offered on both engines, promises better handling by adding an active stabilizer system to keep body roll to a minimum. **Cool Fact** The 2016 RX's 12.3-inch infotainment screen will be one of the largest in its class.

Motor Trend's first-ever SUV of the Year (1999) gets a bold redesign.

Base Engine 3.5L/300-hp/270-lb-ft V-6*
Opt Engine 3.5L V-6 + elec, 300 hp*
Drivetrain Front engine, FWD/AWD, 8A/CVT
Towing 3,500 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 57%



EPA Econ City/Hwy 18-20/26-29 mpg 0-60 mph 6.5-7.6 sec

Lincoln MKC

Base Price \$34,185-\$41,650 **Body Type** SUV

UNCHANGED We expect the MKC to enter its second year unchanged. When you approach the crossover, the lights illuminate and a welcome mat with the Lincoln logo is projected onto the ground. In a comparison, we found the MKC had great ride and leather quality, but we wanted a higher seat height and a more responsive throttle; the MKC finished fourth, ahead of a Volvo XC60 but behind a Range Rover Evoque, BMW X3, and Lexus NX. **Cool Fact** The welcome theatrics begin once you're within 10 feet of the MKC.

Lincoln leaves the dark days of bad badge engineering behind.

Base Engine 2.0L/240-hp/270-lb-ft turbo I-4
Opt Engine 2.3L/285-hp/305-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6A
Towing 3,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 41%



EPA Econ City/Hwy 16-17/23-25 mpg 0-60 mph 6.1-7.7 sec

Lincoln MKT

Base Price \$44,500-\$46,500* **Body Type** SUV

UNCHANGED The luxurious three-row crossover will continue to offer buyers a pair of V-6 engines, a 3.7-liter paired to front-drive and a 3.5-liter for all-wheel drive. The MKT does rear-seat luxury well, offering heating and ventilation for the second row captain's chairs, a refrigerated second row center console, power-folding third-row seats, and high-quality Bridge of Weir leather. The standard Vista Roof lets plenty of light into the first two rows, helping to open up the cabin. **Look For** A Lincoln-branded Sync 3 system to arrive soon.

A staple of the livery industry.

Base Engine 3.7L/303-hp/278-lb-ft V-6
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000-4,500 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 41%



Lincoln MKX

Base Price \$39,025-\$43,520 **Body Type** SUV

ALL-NEW The MKX will take the lessons Lincoln learned on the MKC and apply them to the midsize. Walk-up welcome theatrics light up a welcome mat, ambient lighting complements the high-quality materials and quiet cabin, and a pair of V-6 engines will provide two levels of performance: adequate and ridiculous. With the more powerful twin-turbo V-6, the Edge, which underpins the MKX, posted a 5.7-second 0-60 mph run. **Driver's Choice** The AWD MKX with the twin-turbo, 2.7-liter V-6 is sure to be a hoot.

Base Engine 3.7L/300-hp/280-lb-ft V-6
Opt Engine 2.7L/335-hp/380-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000-3,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 43%

The Lexus RX-ready MKX has a sporting edge to its lavish luxury.

Lincoln Navigator/L

Base Price \$64,285-\$66,650 **Body Type** SUV

UNCHANGED The adage "Americans buy horsepower but drive torque" comes to mind when considering the Lincoln Navigator. With all 460 lb-ft from a twin-turbo V-6 available at 2,750 rpm, the big SUV feels gutsy around town and effortless on the highway. The main disadvantages versus the longtime bogey Cadillac Escalade are the interior quality and limited tech options, and the huge price gap between the two reflects that. **Driver's Choice** The L's extra wheelbase length makes all the difference in ride quality.

Base Engine 3.5L/380-hp/460-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Front engine, RWD/AWD, 6A
Towing 9,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 43%

Go big for comfort.

Mazda CX-3

Base Price \$20,840-\$22,090 **Body Type** SUV

ALL-NEW The latest model to feature Mazda's full suite of Skyactiv technologies, the CX-3 promises to be the driver's choice in the growing small crossover segment. Based on the subcompact Mazda2, the CX-3 is shorter than the Mazda3 and has more ground clearance. Mazda's intuitive infotainment system, a head-up display, adaptive cruise control, forward emergency braking, and forward collision warning will all be available. **Cool Fact** Mazda's Skyactiv-G engines have ultra-high compression ratios of at least 13:1.

Base Engine 2.0L/146-hp/146-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing N/A
Basic Warranty 3 yrs/36,000 miles

A taller, puffed-up Mazda2 for those who think hatchbacks aren't cool.

Mazda CX-5

Base Price \$22,675-\$30,350 **Body Type** SUV

MAJOR The Mazda CX-5 receives a slightly revised exterior, and interior styling features LED lighting and a new dash. Mazda's new infotainment system, adaptive cruise control, forward emergency braking, and lane departure warning are now available in the CX-5. Refinement has also been improved thanks to better interior materials, and Mazda's revised suspension smooths the crossover's ride. **Best Buy** CX-5s equipped with the 2.5-liter I-4 provide the best balance of power and fuel economy.

Base Engine 2.0L/155-hp/150-lb-ft I-4
Opt Engine 2.5L/184-hp/185-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 6M/6A
Towing 2,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 50%

The driver's crossover now with better technology and safety.

Mazda CX-9 (2017)

Base Price \$31,000-\$33,000* **Body Type** SUV

ALL-NEW An all-new CX-9 is slated to arrive sometime next year with the full suite of Mazda's Skyactiv technologies. Rumored to be lighter and more efficient than the current CX-9 (pictured), the new model should be one of the most efficient entries in the three-row crossover segment. Additionally, it's possible that the CX-9 will be the first application of the rumored turbocharged, 2.5-liter Skyactiv I-4, which could make close to 300 hp. **Look For** Sporty driving dynamics, one of the current-gen CX-9's distinguishing features.

Base Engine 2.5L/184-hp/185-lb-ft I-4*
Opt Engine 2.5L/300-hp/295-lb-ft turbo I-4*
Drivetrain Front engine, FWD/AWD, 6A*
Towing 3,500 lb*
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 48%*

The three-row crossover that could make driving fun again.

Mercedes-Benz G-Class/G65

Base Price \$117,000*-\$218,825 **Body Type** SUV

MAJOR Well, it's official. We're getting the Mercedes-AMG G65 in 2016. The G-Wagen continues to combine luxury and off-road capability, now with a twin-turbo V-12. The new G65 will be incredibly exclusive, however, with a starting price of \$218,825. The G-Class remains as capable off-road as it is luxurious, and it stays essentially the same as it enters what could be its last couple years before a major redesign. **Look For** A new G-Class to debut in 2017 with more engine options.

Base Engine 5.5L/382-hp/391-lb-ft V-8
Opt Engine 5.5L/536-hp/560-lb-ft twin-turbo V-8; 6.0L/621-hp/738-lb-ft twin-turbo V-12
Drivetrain Front engine, 4WD, 7A
Towing 7,000 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 46%

As appealing as ever but now with an available V-12.

EPA Econ City/Hwy 16-17/23-26 mpg 0-60 mph 5.7-7.2 sec*



EPA Econ City/Hwy 15-16/19-22 mpg 0-60 mph 6.2 sec



EPA Econ City/Hwy 27-29/32-35 mpg 0-60 mph 8.6 sec



EPA Econ City/Hwy 24-26/30-35 mpg 0-60 mph 7.8-9.3 sec



EPA Econ City/Hwy 18-21/25-30 mpg* 0-60 mph 7.1-9.1 sec*



EPA Econ City/Hwy 12/14-15 mpg* 0-60 mph 4.8-6.1 sec*



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Mercedes-Benz GL-Class/GL63

Base Price \$65,475-\$122,025 **Body Type** SUV

UNCHANGED The three-row GL-Class doesn't see any changes for 2016, except for including five years of the Mbrace telematics service and the deletion of Cinnabar Red metallic paint as an exterior color option. The GL still offers four engines, each with a clear step from economy to performance from the diesel to the AMG. The GL is a capable, luxury-packed, technologically advanced SUV alternative to the outlandishly expensive G-Class. **Cool Fact** The GL450 placed second in a six-SUV comparison test, behind the Cadillac Escalade.

Base Engine 3.0L/240-hp/455-lb-ft t'diesel V-6
Opt Engine 3.0L/362-hp/369-lb-ft twin-turbo V-6; 4.7L/429-hp/516-lb-ft twin-turbo V-8; 5.5L/550-hp/560-lb-ft twin-turbo V-8
Drivetrain Front engine, AWD, 7A
Towing 7,500 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 46%

Three rows? Check. Towing? Check. Luxury? Check.

Mercedes-Benz GLA-Class/GLA45

Base Price \$32,500-\$50,000* **Body Type** SUV

MINOR The GLA45 enters 2016 with 20 hp and 18 lb-ft more than before and with more aggressive transmission gearing to match. The latest infotainment system is now offered on the 7-inch screen. Hands-free keyless start, dual-zone climate control, dynamic select drive modes, and seat cushion length adjustment are all made standard equipment. Kryptonite Green metallic replaces Universe Blue as an exterior color option. **Driver's Choice** The comparison-winning GLA45 is one of the best-handling vehicles in the segment.

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/375-hp/350-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 7-sp twin-cl auto
Towing N/A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 48%

SUV? Hatchback? Who cares when it's this much fun?

Mercedes-Benz GLC-Class

Base Price \$39,875-\$41,875 **Body Type** SUV

ALL-NEW Just in time for the full redesign, the GLK-Class has been renamed the GLC-Class. The new GLC300 lost as many as 176 pounds and will launch with a turbo inline-four cribbed from the C-Class and paired with an in-house nine-speed automatic and either rear- or all-wheel drive. Inside, the quieter cabin takes design cues from the GLE- and C-Class. Interior passenger space has increased, as well. **Look For** The diesel GLC300d and plug-in hybrid GLC350e to arrive later in the 2017 and 2018 model years, respectively.

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, RWD/AWD, 9A
Towing 3,500 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 48%

No longer needs to emphasize "compact" as much, thanks to the GLA.

Mercedes-Benz GLE-Class/GLE550e PHEV/GLE63 S

Base Price \$52,025-\$108,025 **Body Type** SUV

MAJOR Formerly known as the M-Class, the 2016 GLE-Class adds a PHEV variant and a more powerful AMG S version. Other changes include a new front fascia that first appeared on the GLE Coupe and a new infotainment screen. PHEV variants are able to travel up to a manufacturer-claimed 18.6 miles on electric power and take roughly two hours to fully charge with a 220-volt power outlet.

Best Buy The GLE300d 4Matic diesel provides a good balance of power, practicality, all-weather capability, and fuel efficiency.

Base Engine 3.5L/302-hp/273-lb-ft V-6
Opt Engine 2.1L/201-hp/369-lb-ft t'diesel I-4; 3.0L/329-hp/354-lb-ft twin-turbo V-6; 3.0L twin-turbo V-6 + elec, 436 hp; 5.5L/550-577-hp/516-561-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD, 7A/9A
Towing 6,600-7,500 lb*
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+

A luxury crossover that offers something for the performance junkie and the eco-conscious.

Mercedes-Benz GLE Coupe/GLE63 S

Base Price \$60,000-\$110,000* **Body Type** SUV

ALL-NEW The GLE Coupe, Mercedes' X6 rival, arrives with two powerful engines, including a 362-hp, twin-turbo V-6 backed by a new nine-speed automatic that replaces the old seven-speed unit. The 577-hp GLE63 S comes with a snarling twin-turbo V-8 and a new dynamic select system, which allows the driver to change driving dynamics by altering transmission shift points, the amount of assist from the electronic aids, and steering effort. **Cool Fact** The twin-turbo V-8 is hand-built at AMG's HQ in Affalterbach, Germany.

Base Engine 3.0L/362-hp/384-lb-ft twin-turbo V-6
Opt Engine 5.5L/577-hp/561-lb-ft twin-turbo V-8
Drivetrain Front engine, AWD, 7A/9A
Towing 6,600-7,500 lb*
Basic Warranty 4 yrs/50,000 miles

Mercedes' coupelike crossover comes to challenge the BMW X6.

Mercedes-Benz Metris

Base Price \$30,000* **Body Type** Van

ALL-NEW Slotting underneath the Sprinter is the new 2016 Metris, a midsize van with a max payload of 1,850 pounds or seating for up to eight passengers. A host of driver assistance features such as crosswind assist, attention assist, lane keeping assist, and active park assist are standard or available, and an engine start/stop system is also an option. Mercedes promises low ownership costs thanks to 15,000-mile maintenance intervals. **Cool Fact** The 2016 Metris will be the cheapest Mercedes-Benz model sold in the United States.

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, RWD, 7A
Seats/Foldaway 2-8/None
Basic Warranty 3 yrs/36,000 miles

A smaller Sprinter with plenty of versatility and a touch of style.

EPA Econ City/Hwy 13-19/17-26 mpg 0-60 mph 4.7-7.5 sec



EPA Econ City/Hwy 23-25/29-35 mpg* 0-60 mph 4.2-6.9 sec*



EPA Econ City/Hwy 21/29 mpg* 0-60 mph 6.5 sec*



EPA Econ City/Hwy 13-22/17-29 mpg* 0-60 mph 4.2-6.9 sec*



EPA Econ City/Hwy 13-18/20-23 mpg* 0-60 mph 4.2-6.0 sec*



EPA Econ City/Hwy Not Rated 0-60 mph 9.0 sec*


**MAX CARGO
COMMERCIAL VAN**
EPA Econ City/Hwy Not Rated **0-60 mph** 12.4-13.0 sec*

Mercedes-Benz Sprinter

Base Price \$37,000-\$50,000* **Body Type** Van

UNCHANGED The Sprinter van stays the same for 2016. It remains available with a four- or six-cylinder diesel engine, and it gained all- and four-wheel-drive options last year. Paired only with the V-6, the AWD system has a permanent 35/65 front/rear torque split, and a true two-speed transfer case with a 50/50 torque split in low range can be added. The Sprinter 4x4 rounds out the lineup, suggesting there really is a variant for almost any conceivable need. **Cool Fact** Upfitters have turned the Sprinter into everything from an ambulance to an RV.

Base Engine 2.1L/161-hp/266-lb-ft t'diesel I-4
Opt Engine 3.0L/188-hp/325-lb-ft t'diesel V-6
Drivetrain Front engine, RWD/AWD/4WD, 5A/7A
Towing 7,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 43%

You pay more, but you get more.


EPA Econ City/Hwy 23-27/30-34 mpg **0-60 mph** 6.6-10.9 sec

Mini Countryman/JCW

Base Price \$23,600-\$36,200 **Body Type** SUV

MINOR The Park Lane special edition is available on all models except the JCW. Drawing inspiration from Park Lane in London, the Mini Countryman Park Lane comes with Earl Grey Metallic exterior paint with contrasting Oak Red roof and mirror caps, Oxide Silver door bezels and dash surfaces, and Cross Stripe Grey trim with Oak Red and Earl Grey accents. **Best Buy** The Countryman in 181-horsepower Cooper S trim provides good power and is available with all-wheel drive—just go easy on the options list.

Base Engine 1.6L/121-hp/114-lb-ft I-4
Opt Engine 1.6L/181-208-hp/177-207-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6M/6A
Towing N/A
Basic Warranty 4 yrs/50,000 miles
Safety IIHS: TSP
IntelliChoice 5-Yr Retained Value 57%

The original four-door Mini.


EPA Econ City/Hwy 23-27/30-34 mpg **0-60 mph** 6.5-10.8 sec

Mini Paceman/JCW

Base Price \$24,400-\$36,450 **Body Type** SUV

UNCHANGED The Fully Loaded package is now available on the JCW, but the City, Technology, and Loaded packages are gone. Aside from changes to the options list, the Paceman is essentially unchanged for the 2016 model year. Unlike the Countryman, the Paceman prioritizes style and performance over practicality. It features a coupelike roofline, a four-seat configuration, and a no-cost sport suspension setup. **Driver's Choice** The Paceman in Cooper S form is plenty of fun and available with all-wheel drive.

Base Engine 1.6L/121-hp/114-lb-ft I-4
Opt Engine 1.6L/181-208-hp/177-207-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6M/6A
Towing N/A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 53%

A more stylish alternative to the compact hatch or crossover.


**MPG KING
THREE-ROW SUV**
EPA Econ City/Hwy 20-25/27-31 mpg **0-60 mph** 7.4-9.4 sec*

Mitsubishi Outlander

Base Price \$23,845-\$31,845 **Body Type** SUV

MAJOR Refreshed with Mitsubishi's new Dynamic Shield design language, the 2016 Outlander returns with an improved suspension setup and reduced NVH for better refinement. Both I-4 and V-6 engines carry over, and so do the CVT and six-speed automatic. LED headlights are now available in the range-topping GT trim, and the interior features more soft-touch materials, a new steering wheel, and a new infotainment system. **Best Buy** The four-cylinder because the six-cylinder is underpowered for a V-6.

Base Engine 2.4L/166-hp/162-lb-ft I-4
Opt Engine 3.0L/224-hp/215-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 6A/CVT
Towing 3,500 lb
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4/5 stars (FWD/AWD); IIHS: TSP+
IntelliChoice 5-Yr Retained Value 43%

A fresh face and interior improvements breathe life into Mitsubishi's three-row offering.


EPA Econ City/Hwy 23-24/26-30 mpg **0-60 mph** 8.6-9.0 sec

Mitsubishi Outlander Sport

Base Price \$20,500-\$26,000* **Body Type** SUV

UNCHANGED A more powerful 168-hp, 2.4-liter I-4 was added halfway through the 2015 model year as an optional engine choice. The Outlander Sport continues to be a value-driven proposition that features lengthy basic and powertrain warranties and plenty of standard features, including Bluetooth connectivity, 18-inch alloy wheels, a color LCD display between the gauges, and heated side-view mirrors. **Best Buy** The optional 2.4-liter I-4 provides a much-needed power boost for easier merging and passing.

Base Engine 2.0L/148-hp/145-lb-ft I-4
Opt Engine 2.4L/168-hp/167-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 5M/CVT
Towing N/A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 42%

Aging and facing more competition in the small crossover segment.


EPA Econ City/Hwy 12-13/18-19 mpg* **0-60 mph** 6.8 sec

Nissan Armada

Base Price \$39,500-\$55,000* **Body Type** SUV

UNCHANGED Not much is expected to change for the aging Armada, which received light cosmetic upgrades for 2015. A 317-horsepower V-8 and a five-speed automatic will likely remain as the only powertrain available, and the choice of rear- or four-wheel drive should stay, as well. With the spacious second and third rows folded, the Armada has a whopping 97.1 cubic feet of cargo space, making it ideal for road trips or hauling gear. **Look For** Frequent stops at the gas station due to the Armada's poor fuel economy and dated powertrain.

Base Engine 5.6L/317-hp/385-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/4WD, 5A
Towing 9,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 46%

Dated and in dire need of rejuvenation.



EPA Econ City/Hwy 15-19/21-23 mpg **0-60 mph** 7.2-9.5 sec*

Nissan Frontier

Base Price \$19,000-\$36,000* **Body Type** Pickup

UNCHANGED Higher trim levels of the Nissan Frontier gained some new equipment, including a standard 5-inch infotainment touchscreen, NissanConnect apps, and navigation for the Pro-4X model for 2015. Nissan will release an all-new Frontier with a gas V-6 from the long-standing VQ engine family (possibly with an optional Cummins-sourced turbodiesel I-4) and a seven-speed automatic sometime in the near future. **Avoid** The base 2.5-liter I-4 because its fuel economy is not much better than the more powerful V-6.

Base Engine 2.5/152-hp/171-lb-ft I-4
Opt Engine 4.0L/261-hp/281-lb-ft V-6
Drivetrain Front engine, RWD/4WD, 5M/6M/5A
Towing 3,500-6,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 60%

Eagerly awaiting the arrival of the next-generation Frontier.



EPA Econ City/Hwy 25-28/29-34 mpg **0-60 mph** 6.4-7.3 sec

Nissan Juke

Base Price \$21,500-\$31,000* **Body Type** SUV

UNCHANGED The Nissan Juke received a refresh that included an updated exterior and new tech features such as the Around View Monitor multicamera parking system for 2015. Among small crossovers, the Juke is one of the most entertaining to drive because of its excellent handling and strong turbo-four. However, if you need room for people or gear, you might want to look elsewhere because the Juke is tiny inside. **Driver's Choice** All models offer plenty of smiles on a twisty road, especially the Juke NISMO RS.

Base Engine 1.6L/188-hp/177-lb-ft turbo I-4
Opt Engine 1.6L/211-215-hp/184-210-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6M/CVT
Towing N/A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 48%

Funky and fun all in one package.



EPA Econ City/Hwy 21/28 mpg **0-60 mph** 7.0-7.4 sec

Nissan Murano

Base Price \$31,000-\$41,500* **Body Type** SUV

UNCHANGED The Nissan Murano, all-new for 2015, gained a more expressive exterior design that stands out in a crowd. Thanks to a revised CVT and less weight, the Murano is more fuel efficient than before despite the carryover VQ35 V-6 engine sitting under the hood. Higher trims offer features such as forward emergency braking, Around View Monitor 360-degree cameras, adaptive cruise control, and LED headlights. **Look For** Plenty of stares even if you don't drive a Murano in Pacific Sunset orange.

Base Engine 3.5L/260-hp/240-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, CVT
Towing 1,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 48%

The most distinctive crossover on the market.



EPA Econ City/Hwy Not Rated **0-60 mph** 8.4-9.7 sec*

Nissan NV

Base Price \$27,500-\$39,500* **Body Type** Van

MINOR A new SL trim level, including an eight-way power driver's seat and chrome on the grille, door handles, and side mirrors, was added for 2015. Passenger and cargo variants are expected to continue for 2016 and come with a mind-boggling number of configurations for hauling people, cargo, or a mix of both. Both V-6 and V-8 engines are projected to carry over as the only engine choices. **Cool Fact** The NV Cargo has 57 reinforced integrated attachment points for aftermarket modifications for custom cargo equipment.

Base Engine 4.0L/261-hp/281-lb-ft V-6
Opt Engine 5.6L/317-hp/385-lb-ft V-8
Drivetrain Front engine, RWD, 5A
Seats/Foldaway 2-12/None
Basic Warranty 5 yrs/100,000 miles
IntelliChoice 5-Yr Retained Value 45%

Nissan's full-size commercial van is useful but could use a powertrain update.



EPA Econ City/Hwy 24/26 mpg **0-60 mph** 10.1 sec

Nissan NV200/Taxi

Base Price \$22,500-\$31,000* **Body Type** Van

UNCHANGED A revised CVT, convenience features such as rear parking sensors, and an updated NissanConnect infotainment system with navigation and mobile app capability were added for 2015. Built specifically for use in the city, the NV200 excels in urban areas because of its small size, which allows it to squeeze through spaces that would be impossible for a large commercial vehicle. There's also up to 122.7 cubic feet of space in cargo variants.

Look For Room for four passengers plus luggage in the NV200 Taxi.

Base Engine 2.0L/131-hp/139-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD, CVT
Towing N/A
Basic Warranty 5 yrs/100,000 miles
IntelliChoice 5-Yr Retained Value 45%

Roomy, small, and perfect for the urban jungle.



EPA Econ City/Hwy 19-20/26-27 mpg **0-60 mph** 7.3 sec

Nissan Pathfinder

Base Price \$31,000-\$44,500* **Body Type** SUV

MINOR The hybrid model at the top of Pathfinder range has been discontinued. Otherwise, it remains the same; a mid-cycle refresh with the latest active safety tech and a refreshed front fascia could appear for the 2016 or 2017 model year. No longer the rugged off-road warrior that it used to be, the Pathfinder has been transformed into a three-row crossover for families that don't want to be seen in a minivan. **Avoid** Rock crawling off the beaten path because the Pathfinder only has 7.0 inches of ground clearance.

Base Engine 3.5L/260-hp/240-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, CVT
Towing 5,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 47%

More Mallfinder than Pathfinder.



Base Engine 4.0L/261-hp/281-lb-ft V-6*
Opt Engine 5.6L/420-hp/417-lb-ft V-8*;
 5.0L/310-hp/555-lb-ft t'diesel V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 7,000-12,000 lb*
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 52%



EPA Econ City/Hwy Not Rated **0-60 mph** 7.0-9.0 sec* | Nissan's large truck returns as a tweener in the truck world.

Nissan Titan/XD **Base Price** \$30,000-\$46,000* **Body Type** Pickup

ALL-NEW The Titan returns with an available turbodiesel V-8 engine, straddling the line between light and heavy duty trucks. An Around View Monitor multi-camera parking system helps owners maneuver the truck in parking lots, and the Utili-Track system, the spray-in bedliner, LED under-rail and tailgate lights, and a gooseneck hitch should make it a credible work vehicle. **Cool Fact** A key fob-activated trailer light check system allows drivers to check lights remotely.



Nissan Quest

Base Price \$27,500-\$45,000* **Body Type** Minivan

UNCHANGED For 2015, the Quest received a revised CVT that improved highway fuel economy and an available moving object detection system on the range-topping Platinum trim. No major changes are expected for 2016, but a couple new colors and reshuffled option packages are expected. Despite the Quest's polarizing exterior, the boxy shape remains, giving the minivan plenty of space for passengers and their stuff. **Cool Fact** Nissan's VQ35 V-6 engine is also found on the Murano, Altima, Maxima, and Pathfinder.

Base Engine 3.5L/260-hp/240-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, CVT
Seats/Foldaway 7/2nd-3rd row
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 42%

EPA Econ City/Hwy 20/27 mpg **0-60 mph** 7.9 sec

A minivan for those who like to be different.



Nissan Rogue

Base Price \$24,000-\$31,000* **Body Type** SUV

UNCHANGED The high-end Rogue SL benefits from a few updates, including the addition of forward emergency braking, to the SL Premium package. The SL trim also adds a motion-activated power liftgate, and the blind-spot monitoring system is now radar-based instead of camera-based. Siri Eyes Free functionality is now offered on the SV Premium package and the SL. Magnetic Black joins the list of exterior color options. **Cool Fact** In Japan, Nissan sells the Rogue as the X-Trail and offers it with a hybrid powertrain we're getting later.

Base Engine 2.5L/170-hp/175-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, CVT
Towing 1,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 50%

EPA Econ City/Hwy 25-26/32-33 mpg **0-60 mph** 8.8-9.1 sec*

One of the most family-friendly crossovers on the market.



Nissan Xterra

Base Price \$25,000-\$32,500* **Body Type** SUV

UNCHANGED A two-time *Motor Trend* SUV of the Year winner, the Xterra has reached the end of its second generation. It's unclear whether Nissan is preparing a replacement SUV, so get one while you can. For off-road warriors, the Xterra remains a great choice. Nissan's ubiquitous 4.0-liter V-6 provides sufficient power; however, fuel economy remains a weak point. **Best Buy** For maximum off-road capability, the Xterra Pro-4X comes standard with Bilstein shock absorbers and an electronic locking rear differential.

Base Engine 4.0L/261-hp/281-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD/4WD, 6M/5A
Towing 5,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 51%

EPA Econ City/Hwy 15-16/20-22 mpg **0-60 mph** 7.2-7.4 sec*

Fare thee well, two-time *Motor Trend* SUV of the Year winner!



Porsche Cayenne/S E-Hybrid PHEV/Turbo S

Base Price \$59,295-\$158,295 **Body Type** SUV

MAJOR The Cayenne ranks swell to seven with the addition of a new base model, the aggressive GTS, and the supreme Turbo S. The Turbo S, in typical fashion, has more power than is possible to enjoy legally outside a racetrack. Our pick is the GTS, which has the right balance if you want some sport from your utility vehicle. The plug-in hybrid and diesel variants make the most of each gallon without feeling boring or less than luxurious. **Driver's Choice** Numbers aside, the GTS is the sportiest-feeling Cayenne.

Base Engine 3.6L/300-hp/295-lb-ft V-6
Opt Engine 3.0L/240-hp/406-lb-ft t'diesel V-6;
 3.6L/420-440-hp/406-442-lb-ft twin-turbo V-6;
 3.0L s'chg'd V-6 + elec, 416 hp;
 4.8L/520-570-hp/553-590-lb-ft twin-turbo V-8
Drivetrain Front engine, AWD, 8A
Towing 7,700 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%

EPA Econ City/Hwy 14-21/21-29 mpg; 47 mpg-e comb **0-60 mph** 3.8-6.9 sec* | The Turbo S is the SUV equivalent of Ludicrous Speed.



Porsche Macan S/Turbo

Base Price \$53,595-\$74,895 **Body Type** SUV

UNCHANGED Porsche's newest SUV has become the automaker's second-best-selling vehicle in the U.S. behind its big brother. Despite the Macan sharing a platform with the Audi Q5, Porsche has done an excellent job differentiating the driving experience. The PDK transmission is excellent, and the optional air suspension allows the smaller crossover to be equally comfortable on the highway, a mountain road, and even off-road. **Look For** A lower-priced entry-level model to arrive on the scene if supply ever catches up to demand.

Base Engine 3.0L/340-hp/339-lb-ft
Opt Engine 3.6L/400-hp/406-lb-ft
Drivetrain Front engine, AWD, 7-sp twin-cl auto
Towing 4,400 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%

As expensive as it is capable.



Ram 1500/Rebel

Base Price \$27,000-\$55,000* **Body Type** Pickup

MINOR The Ram 1500 recently introduced two new trim levels: the off-road Rebel and the luxurious Laramie Limited. The Rebel sports specific Toyo 33-inch all-terrain tires, skidplates, tow hooks, a unique grille, and black-on-red interior seats embossed with the truck's tire tread pattern. The center console design changes and in-bed LED lighting can now be had on all models except the tonneau-wearing HFE. **Best Buy** The EcoDiesel provides the right balance of fuel economy and capability: lots of both.

Base Engine 3.6L/305-hp/269-lb-ft V-6
Opt Engine 3.0L/240-hp/420-lb-ft t'diesel V-6; 5.7L/395-hp/410-lb-ft V-8
Drivetrain Front engine, RWD/4WD, 6A/8A
Towing 7,600-10,650 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 52%

The quietly competent contender for the podium.



Ram HD

Base Price \$32,680-\$67,675 **Body Type** Pickup

MINOR The Ram HD, with the Cummins I-6-equipped Ram 3500, steps up and becomes King of Torque Hill with an astonishing 900 lb-ft on tap at 1,700 rpm. The torque increase also widens the SAE J2807-compliant max-towing gap, pushing the Ram into the low-30,000-pound range. The new Laramie Limited adds premium interior materials, real wood interior accents, unique badges, and far less chrome than the Longhorn. **Cool Fact** 900 lb-ft of torque is the most torque ever offered in a mass-produced vehicle.

Base Engine 5.7L/383-hp/400-lb-ft V-8
Opt Engine 6.4L/370-410-hp/429-lb-ft V-8; 6.7L/350-385-hp/660-900-lb-ft t'diesel I-6
Drivetrain Front engine, RWD/4WD, 6M/6A
Towing 13,940-31,210 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 51%

The challenge has been issued.



Ram ProMaster

Base Price \$30,165-\$38,575 **Body Type** Van

UNCHANGED The long-wheelbase, high-roof, extended configuration is now available with windows. RV and shuttle conversions benefit from a chrome grille option, and to make upfitter lives easier, the ProMaster gets two 20-amp ancillary switches on the instrument panel with an auxiliary battery wiring prep package. The ProMaster offers a pair of engines, a turbodiesel I-4 and the venerable Pentastar V-6, each driving the front wheels. **Cool Fact** The three-piece front fascia is designed to keep repair costs and downtime low.

Base Engine 3.6L/280-hp/260-lb-ft V-6
Opt Engine 3.0L/174-hp/295-lb-ft t'diesel I-4
Drivetrain Front engine, FWD, 6A/6-sp auto-cl manual
Towing 5,100 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 45%

Ram's biggest van is finding plenty of takers.



Ram ProMaster City

Base Price \$24,500-\$27,000* **Body Type** Van

UNCHANGED The ProMaster City, new last year, is the replacement for the Ram Cargo Van. Cargo hold packaging is optimized with the tall roof and generous width, lending the Ram a class-leading 131.7 cubic feet of capacity. For 2016 Bluetooth is added to entry-level radios, heavier carpet improves comfort and lowers interior noise, and a new Nexen all-season tire fitment promises both better performance and less rolling resistance. **Best Buy** With so many class-leading figures, the ProMaster City looks like a sure bet on paper.

Base Engine 2.4L/178-hp/174-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD, 9A
Towing 2,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 43%

Specs don't make the van, but the ProMaster City is worth a look.



Subaru Forester

Base Price \$23,245-\$30,045 **Body Type** SUV

UNCHANGED The Forester benefits from the new Starlink infotainment system, which features a standard 6.2-inch touchscreen on variants without navigation. On the Premium, Limited, and Touring trims, the available navigation system adds a larger 7.0-inch touchscreen. Both versions of Starlink have familiar touchscreen swiping and pinch-to-zoom functionality. **Driver's Choice** The 250-horsepower Forester XT provides great performance on- and off-road, agile handling, and has a spacious cabin for people and gear.

Base Engine 2.5L/170-hp/174-lb-ft flat-4
Opt Engine 2.0L/250-hp/258-lb-ft turbo flat-4
Drivetrain Front engine, AWD, 6M/CVT
Towing 1,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 62%

Motor Trend's 2014 SUV of the Year continues to be an excellent, well-rounded choice.

EPA Econ City/Hwy 17/23 mpg 0-60 mph 4.2-4.9 sec

EPA Econ City/Hwy 14-21/20-29 mpg 0-60 mph 6.8-8.8 sec*

EPA Econ City/Hwy Not Rated 0-60 mph 8.5-9.5 sec*

EPA Econ City/Hwy Not Rated 0-60 mph 8.2-10.0 sec*

EPA Econ City/Hwy 21/29 mpg 0-60 mph 9.8 sec*

EPA Econ City/Hwy 22-24/29-32 mpg 0-60 mph 6.2-9.0 sec

COMPARISON
WINNER

MPG KING
FULL-SIZE TRUCK
V-6

MAX TOW
HEAVY DUTY
TRUCK

MAX CARGO
COMPACT SUV



Subaru Outback

Base Price \$25,845-\$34,245 **Body Type** SUV

MINOR New for 2015, the Outback enters 2016 with enhanced steering feel and a retuned suspension. The optional EyeSight safety suite now comes with lane keeping assist, and the Limited trim adds blind-spot warning and rear cross traffic alert as standard. On Premium and Limited trims, Subaru's Starlink infotainment system adds features such as automatic collision notification and vehicle diagnostics alert. **Cool Fact** The Subaru Outback was one of the first modern crossover wagons when it was introduced in 1994.

Base Engine 2.5L/175-hp/174-lb-ft flat-4
Opt Engine 3.6L/256-hp/247-lb-ft flat-6
Drivetrain Front engine, AWD, CVT
Towing 3,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 56%

EPA Econ City/Hwy 20-25/27-33 mpg 0-60 mph 7.3-9.2 sec

Descendant of Subaru's 4WD wagon from the '70s.



Subaru XV Crosstrek

Base Price \$22,500-\$31,000* **Body Type** SUV

UNCHANGED Subaru's new Starlink infotainment system and the full EyeSight suite of safety and driver assistance features were added last year. No major changes are expected for the 2016 model and its hybrid variant. Although it isn't the quickest, the XV Crosstrek remains one of the most practical small crossovers because of its spacious interior, excellent fuel economy, and class-leading safety scores. **Best Buy** The gas variant because its fuel economy isn't a big downgrade from the pricier hybrid variant.

Base Engine 2.0L/148-hp/145-lb-ft flat-4
Opt Engine 2.0L flat-4 + elec, 160 hp
Drivetrain Front engine, AWD, 5M/CVT
Towing 1,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 62%

EPA Econ City/Hwy 23-30/31-34 mpg 0-60 mph 8.8-10.3 sec*

When an Impreza hatchback is out of the question.



Tesla Model X

Base Price \$75,500-\$100,000* **Body Type** SUV

ALL-NEW Tesla's first crossover is expected to join the Model S sedan sometime in the next couple years. The Model X will be taller and have more interior space and better ground clearance than the Model S. The Model X will also be more distinctive due to its unique falcon-wing rear passenger doors. Expect two- and three-row seating options and all-wheel-drive powertrains. **Cool Fact** We took a ride in a Model X prototype in early 2012 ... and we're still waiting for the SUVs to hit the assembly line.

Base Motor 329-hp dual elec
Opt Motor 362-hp elec; 422-hp dual elec;
691-hp dual elec
Drivetrain RWD/AWD, 1A
Towing N/A
Basic Warranty 4 yrs/50,000 miles

EPA Econ City/Hwy 89-101/98-106 mpg-e* 0-60 mph 4.5-6.5 sec*

Tesla swoops in to shake up the luxury crossover segment.



Toyota 4Runner/TRD Pro

Base Price \$34,500-\$43,000* **Body Type** SUV

UNCHANGED The 4Runner carries over unchanged from the 2015 model year. The TRD Pro model, which is powered by the same 270-hp V-6 found in all 4Runners, is the most capable when it comes to off-road chops because of its TRD-tuned suspension, 17-inch TRD wheels, Bilstein shocks, aluminum skidplates, electronic locking rear differential, and Multi-Terrain Select and Crawl Control systems. **Best Buy** The TRD Pro and Trail models are the most off-roadworthy, capable of handling almost any type of surface.

Base Engine 4.0L/270-hp/278-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD/AWD/4WD, 5A
Towing 5,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 60%

EPA Econ City/Hwy 17/21-22 mpg 0-60 mph 7.5 sec

When outright off-road capability is priority one and creature comforts are second.



Toyota Highlander

Base Price \$31,000-\$51,000* **Body Type** SUV

UNCHANGED All non-hybrid Highlanders now come standard with the Tow Prep package, and the XLE gains 18-inch alloy wheels with a gunmetal gray finish. Hybrid models carry over unchanged, and models with the Platinum package now have rain-sensing wipers. The in-dash shelf in the Highlander remains one of its distinguishing features, adding an extra helping of storage space for front occupants. **Avoid** The base four-cylinder Highlander, which only gets 1 mpg better in the city than the more powerful V-6 engine.

Base Engine 2.7L/185-hp/184-lb-ft I-4
Opt Engine 3.5L/270-hp/248-lb-ft V-6; 3.5L V-6 + elec, 280 hp
Drivetrain Front engine, FWD/AWD, 6A/CVT
Towing 5,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 59%

EPA Econ City/Hwy 18-28/24-28 mpg 0-60 mph 7.1-8.7 sec*

An ultra-practical crossover for the minivan- and wagon-averse.



Toyota Land Cruiser

Base Price \$81,500* **Body Type** SUV

MAJOR The iconic Land Cruiser gets a comprehensive update that includes an eight-speed automatic replacing the old six-speed unit, a revised front and rear fascia, Qi wireless charging, and an updated infotainment system with a 9-inch touchscreen. Toyota's newly available Safety Sense-P suite features automatic emergency braking, pedestrian detection, adaptive cruise control, blind-spot warning, and rear cross-traffic alert. **Look For** A standard rear seat entertainment system, now with two larger 10-inch screens.

Base Engine 5.7L/381-hp/401-lb-ft V-8
Opt Engine None
Drivetrain Front engine, 4WD, 6A
Towing 8,200 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 57%

EPA Econ City/Hwy 14/19 mpg* 0-60 mph 6.5 sec

Toyota's off-road icon, modernized.



Base Engine 2.7L/159-hp/180-lb-ft I-4*
Opt Engine 3.5L/280-hp/270-lb-ft V-6*
Drivetrain Front engine, RWD/4WD, 6M/6A
Towing 3,500-6,500 lb*
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 65%

EPA Econ City/Hwy 17-20/23-27 mpg* 0-60 mph 6.9-9.0 sec*

Redesigned and ready to take on the newcomers from Detroit.

Toyota Tacoma

Base Price \$22,000-\$37,500* **Body Type** Pickup

ALL-NEW Despite its evolutionary styling, the biggest change in the new Tacoma is the addition of a new direct- and port-injected, 3.5-liter V-6 and a six-speed auto. TRD Off-Road models with a retuned suspension, Multi-Terrain Select system, and a locking limited-slip differential offer the most capability off the beaten path. The interior has been revised and is now available with leather, wireless charging, and a new infotainment system. **Cool Fact** A GoPro mount is included and located near the Tacoma's rearview mirror.



Toyota RAV4

Base Price \$24,500-\$30,000* **Body Type** SUV

MAJOR A newly available AWD hybrid powertrain replaces the electric variant. Non-hybrids gain the SE trim, which has a sport-tuned suspension, 18-inch alloy wheels, LED lights, leatherette seats, and paddle shifters. A new suite of safety aids includes adaptive cruise control, lane departure warning, a pedestrian avoidance pre-collision system, and forward collision warning. **Cool Fact** The RAV4's new multicamera parking system has a perimeter scan feature that provides a 360-degree rotating view of what's around the crossover.

EPA Econ City/Hwy 22-35/29-33 mpg* 0-60 mph 8.0-8.7 sec*

The spacious RAV4 gets more serious about challenging the CR-V.

Base Engine 2.5L/176-hp/172-lb-ft I-4
Opt Engine 2.5L I-4 + elec, 194 hp*
Drivetrain Front engine, FWD/4WD, 6A/CVT
Towing 1,500 lb*
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 55%



Toyota Sequoia

Base Price \$46,000-\$65,500* **Body Type** SUV

UNCHANGED The Toyota Sequoia adds a host of new safety and convenience features on the Limited trim via the Safety and Convenience package, including blind-spot warning, lane changing assist, and driver's seat and side mirror memory. A new version of Toyota's Entune infotainment system with navigation, which now features Scout GPS Link and Siri Eyes Free, has been added to all trim levels. **Cool Fact** The Sequoia's standard V-8 engine is shared with two other Toyota vehicles, the Tundra and Land Cruiser.

EPA Econ City/Hwy 13/17 mpg 0-60 mph 6.2-6.7 sec

Rugged, capable, and reliable, but it's getting old.

Base Engine 5.7L/381-hp/401-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/4WD, 6A
Towing 7,400 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 55%



Toyota Sienna

Base Price \$30,000-\$44,000* **Body Type** Minivan

UNCHANGED No changes are expected after the 2015 Sienna received new features such as the Driver Easy Speak system, a revised exterior design, and upgraded interior materials. The Sienna is the only minivan available with AWD, making it easier to live with in areas that experience four seasons. The SE model, with its retuned suspension and steering, is one of the sportier-looking and -driving minivans available today. **Look For** Second-row captain's chairs with adjustable ottomans on the XLE AWD and Limited grades.

EPA Econ City/Hwy 16-18/23-25 mpg 0-60 mph 7.1-7.4 sec

The hip family minivan.

Base Engine 3.5L/266-hp/245-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/4WD, 6A
Seats/Foldaway 7-8/3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 51%



Toyota Tundra/TRD Pro

Base Price \$30,000-\$49,500* **Body Type** Pickup

MINOR In addition to an updated grille for the SR5 and 1794 Edition, the 2016 Tundra gains the Entune infotainment system as standard. Limited and TRD Pro models get the premium version with navigation and the app suite, and the 1794 Edition and Platinum variant build upon that with the JBL audio system. RWD models are now available with a flex fuel variant, and a larger fuel tank is standard on the Limited, Platinum, 1794 Edition, and TRD Pro models. **Driver's Choice** The Tundra TRD Pro has been tuned for maximum off-road performance.

EPA Econ City/Hwy 13-15/17-19 mpg 0-60 mph 6.7-8.9 sec

Still behind the Detroit Three.

Base Engine 4.6L/310-hp/327-lb-ft V-8
Opt Engine 5.7L/381-hp/401-lb-ft V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 6,800-10,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 64%



EPA Econ City/Hwy 19-24/26-32 mpg* **0-60 mph** 6.0-8.0 sec*

Volkswagen CrossBlue (2017)

Base Price \$30,000-\$45,000* **Body Type** SUV

ALL-NEW VW's three-row crossover entry will be built alongside the Passat in the automaker's plant in Chattanooga, Tennessee. Slotting in price between the smaller Tiguan and the larger, more luxury-oriented Touareg, the CrossBlue should be offered with a diesel powertrain in addition to the usual array of gas engines. Expect a full suite of active safety tech, including an auto-braking collision avoidance system and adaptive cruise control. **Cool Fact** The CrossBlue is meant to be a three-row replacement for the long-gone Routan minivan.

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engines 3.0L/300-hp/295-lb-ft twin-turbo V-6*; 3.0L/240-hp/428-lb-ft t'diesel V-6*
Drivetrain Front engine, FWD/AWD, 6A/7-sp twin-cl auto*
Towing N/A
Basic Warranty 3 yrs/36,000 miles

And the waiting game continues ...



EPA Econ City/Hwy 20-21/26 mpg **0-60 mph** 7.4-7.8 sec

Volkswagen Tiguan

Base Price \$28,000-\$39,000* **Body Type** SUV

UNCHANGED The Tiguan S gains standard hands-free keyless entry/start, leatherette upholstery, heated front seats, and automatic headlights. SEL models now come with leather upholstery, 19-inch alloy wheels, driver's seat memory, and power-folding side mirrors. The R-Line trim now slots above the S grade, and the SE variant now gets HID headlights, 18-inch alloy wheels, power driver's seat, and a panoramic sunroof. **Look For** A roomier next-generation Tiguan in the next couple years, possibly with available diesel power.

Base Engine 2.0L/200-hp/207-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing N/A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 46%

VW's least expensive SUV is getting long in the tooth.



EPA Econ City/Hwy 17-21/23-29 mpg **0-60 mph** 6.8-7.3 sec

Volkswagen Touareg

Base Price \$46,000-\$53,000* **Body Type** SUV

MINOR Volkswagen has discontinued the Touareg Hybrid, leaving the TDI and gas V-6 as the only available powertrains. The Lux trim adds ventilated seats and adjustable side bolsters, and the Executive grade now comes with adaptive cruise control, forward collision warning with automatic emergency braking, and lane keeping assist. The available Driver Assistance package gains parking distance control on the Sport w/ Tech trim. **Cool Fact** One info screen features an altimeter, compass, and details on the angle of the front wheels.

Base Engine 3.6L/280-hp/266-lb-ft V-6
Opt Engine 3.0L/240-hp/406-lb-ft t'diesel V-6
Drivetrain Front engine, AWD, 8A
Towing 7,700 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 41%

The people's luxury crossover.



EPA Econ City/Hwy 17-23/23-31 mpg **0-60 mph** 5.5-7.0 sec*

Volvo XC60

Base Price \$37,395-\$47,945 **Body Type** SUV

MINOR After a major refresh for the 2015 model year, the XC60 is unchanged for 2016. The variants with navigation no longer come with a compass. The T5 AWD variant with a more powerful turbo I-5 replaced the 3.2 AWD model in the middle of the 2015 model year. XC60s equipped with the new family of four-cylinder engines remain front-drive only, and the T6 AWD and R-Design models continue to use the 3.0-liter turbo I-6. **Best Buy** Any XC60 if the Outback-like XC70 and V60 Cross Country are too wagon-like for your tastes.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/302-hp/295-lb-ft s'chg'd and turbo I-4; 2.5L/240-hp/266-lb-ft turbo I-5; 3.0L/300-325-hp/354-lb-ft turbo I-6
Drivetrain Front engine, FWD/AWD, 6A/8A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 50%

Excels at being safe and stylish but not much else.



EPA Econ City/Hwy 19-23/26-31 mpg **0-60 mph** 6.5-8.5 sec*

Volvo XC70

Base Price \$38,040-\$39,540 **Body Type** SUV

MINOR Heated front seats and 18-inch alloy wheels are now standard on all Volvo XC70 variants. The T6 AWD and 3.2 AWD trims have been discontinued, and a new T5 AWD model has been added and comes equipped with a 250-hp, 2.5-liter, turbo I-5 paired to a six-speed automatic. Because it's essentially a raised wagon, the XC70 boasts plenty of cargo space—up to 72.1 cubic feet with the 40/20/40 split-folding rear seats down. **Look For** A successor, likely to be called the V90 or V90 Cross Country, to be revealed sometime in 2016.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engine 2.5L/250-hp/266-lb-ft turbo I-5
Drivetrain Front engine, FWD/AWD, 6A/8A
Towing 3,300 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%

The definitive Swedish all-weather and all-road wagon.



EPA Econ City/Hwy 20/25 mpg; Not Rated (T8) **0-60 mph** 5.7-7.0 sec*

Volvo XC90/T8 PHEV

Base Price \$49,895-\$72,595 **Body Type** SUV

ALL-NEW Volvo has unleashed the second-generation XC90, and it comes equipped with the new Drive-E family of four-cylinder engines, an eight-speed automatic transmission, and a new design language. Safety remains a priority with standard City Safety and pedestrian and cyclist detection with full auto brake. A 400-hp plug-in hybrid called the T8 will be one of the most powerful and fuel efficient three-row luxury crossovers. **Cool Fact** The T-shaped LED daytime lights are supposed to resemble Thor's hammer.

Base Engine 2.0L/316-hp/295-lb-ft s'chg'd and turbo I-4
Opt Engine 2.0L s'chg'd and turbo I-4 + elec, 400 hp
Drivetrain Front engine, AWD, 8A
Towing 5,000 lb
Basic Warranty 4 yrs/50,000 miles

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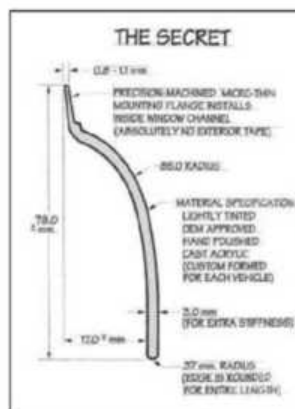
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GARAGE

Words Motor Trend Editors



Shockingly, my old long-term Tesla Model S P85+ had 307 more horsepower and 233 more lb-ft of torque. But it didn't have red lipstick.

ARRIVAL 2015 Kia Soul EV+ Kim Reynolds



"The relative sales success of the Soul EV compared to its peers comes down to one thing: the best range this side of a Tesla."

EPA CITY/HWY/COMB FUEL ECON
120/92/105 MPG-E **BASE PRICE** \$35,825
PRICE AS TESTED \$36,650*

*Before \$7,500 federal tax credit; state incentives vary

based on one thing: range.

Conservatively, my round-trip commute is about 80 miles. Adding a 10 percent fear factor makes it 88. OK, now let's run through the list of available non-Tesla BEVs out there:

Mitsubishi i-MiEV: 62 miles—nope, its range is waaay too short.

Smart Fortwo: 68 miles—too short.

Ford Focus Electric: 76 miles—nope.

BMW i3 BEV: 81 miles—nope, but cool carbon-fiber tech.

Chevrolet Spark EV: 82 miles—nope.

Volkswagen e-Golf: 83 miles—nope, but certainly fun to drive.

Nissan Leaf: 84 miles—we're inching closer.

Mercedes-Benz B-Class Electric Drive and Fiat 500e: 87 miles—ack, short by 1 crummy mile.

Kia Soul EV: 93 miles—eureka!

So the Kia is actually my one and only pure battery-electric choice. That simplifies things.

Except for color.

Kia offers the Soul EV in four color palettes: all white (giving it a dignified Frigidaire quality), gray (which I rather like except it's too close to my

"So the question is, what next? I've driven the Tesla for so long that returning to a gas car feels like backward time travel. Do I say giddyap to these things?"

That's a line I wrote late in my 38,000-mile odyssey at the wheel of our long-term Model S P85+. Which, when it was recently returned, left me feeling as if my beloved starship from the future had abruptly dropped me back in the ordinary-old circa 2015. No more giant multitouch-screen? No more magical over-the-air updates? No Superchargers? Back to driving mere ordinary cars? Never! So I immediately made a list of available battery-electric cars and ordered another






RIDE ALONG FOR UPDATES ON OUR LONG-TERM FLEET

SPECS 2015 Kia Soul EV+

PAUL LAGUETTE



 CO2 emissions 0.00 lb/mi (at vehicle)	MT figure eight 28.7 sec @ 0.58 g (avg)
9.3 sec 0-60 mph	17.1 sec Quarter mile 79.3 mph
	129 ft Braking distance, 60-0 mph

Vehicle Layout Front-engine, FWD, 5-pass, 4-door hatchback
Motor 109-hp/210-lb-ft permanent magnet AC synchronous
Transmission 1-speed auto
Curb Weight (F/R Dist) 3,328 lb (58/42%)
Lateral Acceleration 0.77 g (avg)
Energy Cons, City/Hwy 28/37 kW-hrs/100 miles

personality), a cutesy blue-and-white combo I just can't explain why I dislike, and this one, Shadow Black and Inferno Red. Inferno Red—I like that. And with red lipstick, too, a plus every time. For a while it was a terrible quandary, but my great policy is when in doubt, quiet yourself for a moment and ask your inner Mr. Toad what he would do.

Exactly (he's shouting in my ear). The lipstick one. Can't say that I've seen another one yet, either, though twice I've passed guys who've done double takes and were clearly laughing in my rearview mirror. No one laughs at the Great Toad—eat my dust!



2015 Acura TLX Mike Royer



"Figuring out how to change the side view mirrors has saved me from cursing every time I put the car in reverse."

Service life / 2 mo/3,997 mi
Avg CO2 / 0.71 lb/mi
Energy cons / 123 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$0
Normal-wear cost / \$0
Base price / \$32,365
As tested / \$36,420

 **AVG MPG FUEL ECON** 27.4 MPG comb.

The next step in my long-term ownership of the Acura TLX was to change settings I don't like, so it was time to break out the owner's manual to see if the Acura engineers anticipated my wants. Here's what I found in the TLX bible.

The problem: The doors do not automatically lock when I walk away with the key fob. I've been training myself to keep the key in my pocket rather than pull it out every time I want to open the car. But what's the point if I can't lock the car without digging the key out? A quick manual consultation tells me that if the car is turned off and the key fob is outside the

vehicle, you can press a small button on the door handle to lock the car. Talk about hiding in plain sight.

The problem: The driver-side door mirror points down when in reverse. I mostly park on the street, and I'd much rather see traffic behind me than pavement. The solution is doubly satisfying. Turns out you can designate which door mirror points down when you put the car in reverse. It's as easy as using the same switch used to adjust the mirrors. Wherever the slider is, that mirror will point downward in reverse.

The problem: The entertainment center is speaking. I really want it to shut up. To be fair I probably activated this by accident, but I couldn't figure out how to make it stop without the manual. This bit of overengineering is called Interface Dial Feedback, and when I realized I could turn it off in the system settings, I did it as quick as I could. I'm embarrassed to say how long I let this go before I looked it up. The lesson here: RTFM.

The mirror selector switch in my optimal position: left mirror looking out for onrushing traffic/cattle stampedes and the right mirror making sure I don't curb the tires. The little things make a difference.



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LONG-TERM TEST | Updates



A sign of the devil, one of the most infuriating things you can see behind the wheel.



Gears Skipped for Fuel Economy

2015 Chevrolet Camaro Z/28 Scott Evans



[#!@^ing skip shift! I curse thee to the depths of hell, foul solenoid.](#)
@MT_Evans

Service life / 8 mo/9,751 mi
Avg CO2 / 1.13 lb/mi
Energy cons / 197 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$401.39 (2-oil change, inspection; 1-diff fluid change)
Normal-wear cost / \$2,292 (Pirelli P Zero Trofeo Rs)
Base price / \$75,000 **As tested** / \$76,150
REAL MPG FUEL ECON 17.1 MPG comb.

A cursory reading of my previous updates will demonstrate I'm a big fan of the Camaro Z/28. In my experience, though, no car is perfect, and I've found a few things about the Z/28 that mildly annoy me.

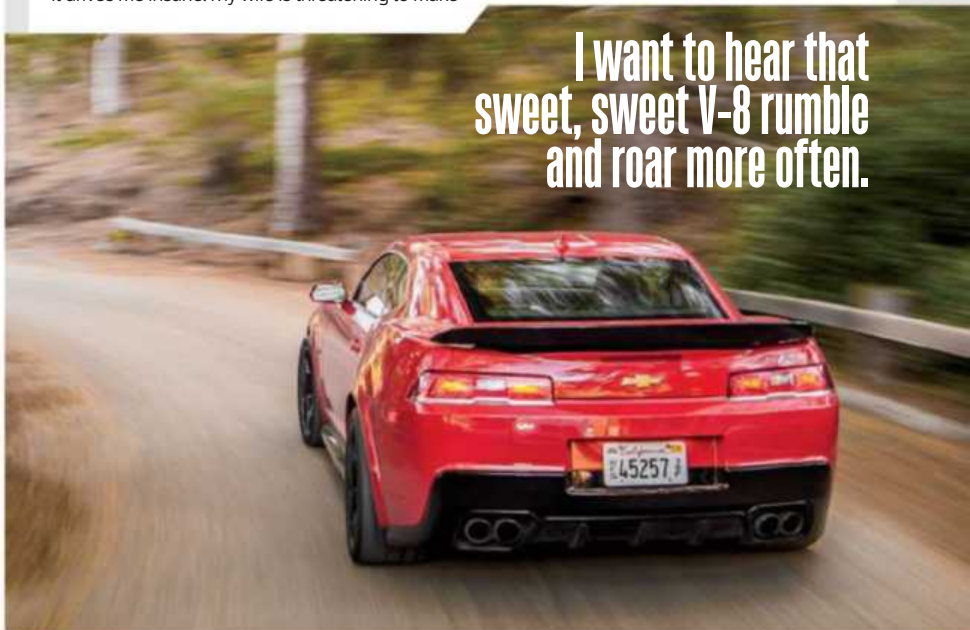
The imperfection I think about most often is the lack of an exhaust mode control. The new Corvette has it, and I wouldn't be surprised to learn the new Camaro will have it, too. The Z/28 does not. If you want to hear that beautiful LS7 V-8 uncorked, you've got to be hard on the gas, and in a 505-hp car, that can get you into trouble quick. Although it makes freeway on-ramps a special occasion, I want to hear that sweet, sweet V-8 rumble and roar more often. There is a way to get those exhaust valves open manually, but it involves pulling a fuse in the trunk. That's not much to ask, but I don't want to run back and plug in the fuse every time I come home late or leave early. If I owned this car, the first thing I'd do is rig up a switch.

The second thing I'd do is disable skip shift. Technically known as Computer Aided Gear Selection, or CAGS, it locks out second gear under light-throttle conditions and forces you to shift from first to fourth. It's been frustrating drivers of manual transmission Chevys (and some Fords and Mopars) for the better part of three decades, and it drives me insane. My wife is threatening to make

me a shirt that reads "#\$@!ing skip shift!" which is what I mutter every time it gets me. Before you suggest I just accelerate harder, recall *Motor Trend* is headquartered in Los Angeles County, and sometimes that just isn't an option, though I've gotten pretty good at driving to avoid it. Like many, I hate it when a computer interferes with my control of the car unnecessarily, and skip shift is the epitome of this. The real rub is that skip shift exists to improve fuel economy on EPA testing just enough to dodge the gas guzzler tax, but the Z/28 gets such poor fuel economy that it still gets hit with the penalty. If I'm going to have to pay a \$1,700 tax anyway, get this stupid thing out of my shifter. I'm seriously considering disabling it and apologizing to Chevrolet later.

A lesser but still irritating problem is a lack of USB ports. I don't regularly listen to music on my phone, and if I did, the aux jack in the center armrest would be fine. What I do is charge my phone, and it seems a little silly to be buying a cigarette lighter adapter for a brand-new car in 2015.

I want to hear that sweet, sweet V-8 rumble and roar more often.



LONG-TERM TEST



No bike rack needed for this trick. A typical road bike fits just fine in Honda's subcompact.

2015 Honda Fit EX Erick Ayapana



"Bicycles, dogs, and plants can all safely ride in the Fit thanks to the Magic Seats."

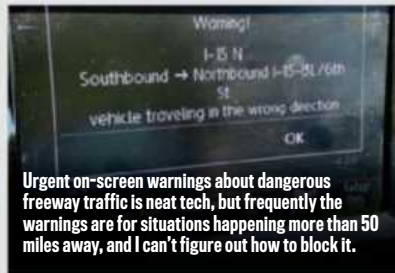
Service life / 10 mo/16,075 mi
Avg CO2 / 0.60 lb/mi
Energy cons / 105 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$194.04 (2-oil change, inspection; 1-tire rotation)
Normal-wear cost / \$0
Base price / \$19,025
As tested / \$19,025

REAL MPG FUEL ECON 32.1 MPG comb.

Summertime in Los Angeles is the perfect season to scope out the city's bicycle events. It's near impossible to transport a bike without a rack in some of the vehicles in our fleet, but that isn't the case with the Honda Fit and its Magic Seat. Honda claims a bicycle can fit in the area directly behind the front seats. Like any good magic trick, it seems impossible at first, but it's a pretty simple process. First, lift up both bottom seat cushions. Next, lock them in place by folding down their support legs, and voilà, trick complete. Stepping in as a perfect

volunteer was my Cannondale road bike, which only required the removal of its front wheel—not quite sawed in half. The rear cargo area was still available for other items, a trick the Fit's competitors can't pull off.

The Magic Seat was made possible by placing the fuel tank under the front seats. This results in a 10.6-gallon tank, so expect more frequent fill-ups. It's a reasonable trade-off.



Urgent on-screen warnings about dangerous freeway traffic is neat tech, but frequently the warnings are for situations happening more than 50 miles away, and I can't figure out how to block it.

2015 Volkswagen GTI Brian Vance



"VW did not skimp on the attention to detail. The more time you spend with the car, the more surprises you'll find. Little Easter eggs everywhere."

Service life / 8 mo/11,626 mi
Avg CO2 / 0.68 lb/mi
Energy cons / 119 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$0 (oil change, inspection, tire rotation)
Normal-wear cost / \$0
Base price / \$25,815
As tested / \$33,205

REAL MPG FUEL ECON 28.4 MPG comb.

I have a friend who resides in one of Los Angeles' hilly neighborhoods, and recently she invited me over for a dinner party. I hadn't been to her house in a few years, and as I approached her narrow street, I was reminded that navigating the residential streets of L.A.'s hills is far from easy, and it's even worse in the dark. Fortunately, the GTI comes equipped with cornering lights that illuminate the areas directly to the right and left of the car. On that evening, these lights spared the rims from a curb or two and possibly prevented a flat tire.

Which got me thinking about the cool details VW has baked into this car. The GTI's multifunction sport steering wheel features one of my favorites. On the left spoke a plus/minus toggle allows for 5-mph incremental bumps in cruise control speed, and a separate up/down toggle allows for more traditional 1-mph bumps. Used in conjunction, I can easily tweak my set speed to accommodate traffic ahead.

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LONG-TERM TEST | Updates



A good stereo and a comfy ride quality make scouting for new photo locations a pleasurable experience.

2014 Jeep Cherokee Trailhawk William Walker



"I like the way
the Jeep looks
with the kayak on top.
I might just keep it up
there all the time!"

@MT_DubDub

Service life / 11 mo/23,418 mi

Avg CO2 / 1.01 lb/mi

Energy cons / 176 kW-hrs/100 mi

Unresolved problems / None

Maintenance cost / \$0 (oil change,
inspection, tire rotation)

Normal-wear cost / \$0

Base price / \$30,490

As tested / \$37,265

REAL MPG FUEL ECON 19.2 MPG comb.

The Jeep is a great activity vehicle with off-road capabilities, the comfort needed for long trips, and enough room for the dog and gear. So when my wife and I bought a kayak, I knew the Jeep would carry it wherever we wanted to go.

Whispbar was gracious enough to send me a set of Through Bar crossbars and two styles of kayak carriers. With aerodynamically designed crossbars and their QuickDock T-bolt accessory-mounting system, these are incredible units. The Trailhawk comes with standard roof rails, and after some minor assembling of the bracket, the bars can be installed and removed quickly using a supplied Allen wrench. Once secured

the holders can be locked so people don't run off with them.



Uh, that isn't
supposed to happen!
The door handle flew
across the street in
dramatic fashion.

Whispbar sent both the standard flat-load Saddle Roller carrier and the upright J-cradle carrier to test. For a single boat, the Saddle Roller is easy to load and keeps the kayak flat to reduce the height atop the Jeep, whereas the J-cradle allows two boats—or a boat and a bike—to be mounted

in tandem. When they're not in use, the carriers fold down and become low profile.

Unfortunately, the Jeep has had some issues as of late. During a trip to Mammoth Mountain, a trim piece fell off the rear driver-side door handle and allowed for the entire rear handle assembly to rip off the car in dramatic fashion, flying out of my hand and across the street. When I brought the Cherokee into the dealer, I had to debate with the service representative to get them to fix it under warranty. After speaking to the service manager and the dealer's warranty officer, they finally came around to my way of thinking, that a 1-year-old vehicle's door handle should not come off in its owner's hand. I know of at least one other Cherokee that has had a door handle fail and come off.

Occasionally the forward collision system will randomly turn off and give me a warning light and then almost immediately will turn back on. It doesn't affect the vehicle's performance, but it doesn't help my confidence in its long-term reliability. With only a couple of months left in the loan period, maybe one last trip to the dealer is required.

I knew the Jeep would carry my kayak wherever I wanted to go.



LONG-TERM TEST



2014 Ram 1500 Outdoorsman EcoDiesel 4x4 Jason Udy



"The 1500 EcoDiesel's engine has performed flawlessly for 30,000 miles in a little more than 10 months."

Service life / 11 mo/29,000 mi

Avg CO2 / 0.98 lb/mi

Energy cons / 166 kW-hrs/100 mi

Unresolved problems / None

Maintenance cost / \$381.78 (3-DEF refill; 2-oil change, tire rotation, inspection; 1-fuel filter)

Normal-wear cost / \$0

Base price / \$45,905 **As tested** / \$53,440

REAL MPG FUEL ECON 22.7 MPG comb.

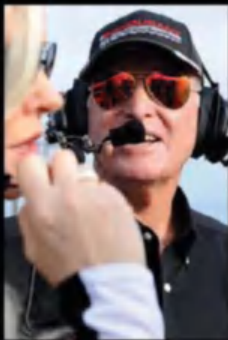




After the substantially redesigned 2013 Ram 1500 won *Motor Trend's* 2013 Truck of the Year award, we spent a year driving a 2013 Ram 1500 Laramie Crew Cab 4x4 with the available Hemi engine and new eight-speed automatic transmission. The Ram 1500 and its new 3.0-liter EcoDiesel V-6 became our first repeat Truck of the Year winner a year later.

So how does the new VM Motori-sourced engine compare to the 5.7-liter Hemi V-8? The EcoDiesel is rated 240 hp at 3,600 rpm and 420 lb-ft of torque at 2,000 rpm to the Hemi's 395 hp at 5,600 rpm and 410 lb-ft at 3,950 rpm, and both engines have the same eight-speed automatic transmission. The Hemi is EPA-rated 15/21/17 mpg city/highway/combined, and our EcoDiesel 4x4 is rated 19/27/22 mpg. And of course, both models feature four-wheel drive.

In our testing, the 5,843-pound Hemi-powered truck sprinted to 60 mph in 7.0 seconds and finished the quarter mile in 15.5 seconds at 87.7 mph; the 5,990-pound EcoDiesel Ram reached 60 mph in 8.8 seconds and did the quarter mile in 16.6 seconds at 81.5 mph. On the road, the Ram 1500 with the gas Hemi again felt noticeably quicker. Despite its acceleration disadvantage, the EcoDiesel feels lively enough, especially while passing on the highway. Curiously, it feels more responsive at half to three-quarter throttle than it does when mashing the accelerator to the floor.



Not only does the Ram 1500's optional air suspension offer adjustment for off-road driving and loading/unloading cargo, but it also provides a near-carlike ride.

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2015 Kia K900 V8 Zach Gale

The K900 looks stately from nearly every angle.



"I'm really going to miss the welcome graphics of the MT Garage's Kia K900."

@zachgale

What a strange automotive world. Not long after Mercedes-Benz introduces a front-drive four-cylinder compact, Kia releases a full-size rear-drive luxury sedan with a 420-hp V-8.

After one year behind the wheel of our long-term \$66,400 2015 Kia K900 V8, I still find the car amazing in many ways, but I can also understand why it sells in such low numbers. Kia's first—but not likely its last—near-\$70,000 executive sedan is an intriguing blend of features and performance that should work for a very specific type of buyer who can overlook its shortcomings.

Service life / 13 mo/20,071 mi
Base price / \$60,400
Options / VIP Package (\$6,000: surround-view camera, 12.3-inch digital cluster display, soft-close doors, cooled rear seats with power recline)
Price as tested / \$66,400
Avg fuel econ/C02 / 17.2 mpg/1.13 lb/mi
Problem areas / Headlights, fuel-filler door
Maintenance cost / \$0 (2-oil change, inspection, tire rotation; 1-cabin air filter)
Normal-wear cost / \$0
3-year residual value* / \$32,536
Recalls / None

REAL MPG CITY/HWY/COMB FUEL ECON
 14.7/24.6/18.0 MPG

*Automotive Lease Guide data



It will surprise no one that the best-selling and way more expensive Mercedes-Benz S-Class outclasses the K900, but the Kia makes lots of sense for those who don't want *another* Lexus LS. The K900 could also be the car for Mercedes-Benz E350 or BMW 535i drivers who've always wondered what it's like to drive a full-size luxury sedan. After around 20,000 miles of city, highway, and winding-road driving, it's clear the K900's best feature is that it's a Kia. People just don't expect Kia to make a car like this, which is why the car is such a great conversation-starter. It's built for those who want a feature-overloaded luxury car and truly don't care about the status that comes with a first- or even second-tier luxury brand.

Inside the cabin, the spacious K900 starts strong. It has a great head-up display that shows info on vehicle speed, navigation directions, and blind-spot monitoring for both sides of the car. Too bad you can't see any of it in the daytime with polarized sunglasses. The Kia's soft-closing door system, which automatically closes doors that only partially latched, meets at the intersection of cool and useful. And for the most part, the styling held up after a year, but I still don't like the fake fender vents. Overall, the car looks premium enough to confuse non-enthusiasts who aren't familiar with the latest full-size luxury cars.

Another way the K900 benefits from consumers not familiar with brand-name competitors? The decently quick 420-hp Kia is outpaced by most sedans in its segment, many of which also boast better fuel economy and a longer driving range. For





The K900 is a car I never imagined I would drive: a 420-horsepower, Kia-badged large luxury sedan.

me, having a 0-60 mph time of less than 6 seconds *and* decent efficiency in the same car, allowing me to travel farther before having to stop for fuel, is a great luxury the K900 lacks but some competitors offer. Even better efficiency—at the cost of acceleration—will come in the form of the K900 V-6, possibly for the 2016 or 2017 model year.

Where the K900 needs the most improvement is in suspension tuning. By the end of my time with it, I started to slow down just a bit more than should be necessary when approaching roads that might overstress the rear suspension. If I traveled too fast over a road imperfection or an abrupt change in road height, the K900 occasionally emitted a most unluxurious clomping noise.

Over the course of *Motor Trend's* stewardship, we unfortunately curbed the K900's 19-inch multi-spoke chrome wheels. Apparently even the car's superb multicamera parking system couldn't keep staffers from damaging those wheels, and that's something buyers new to 200-inch-plus cars should be careful with. (Cost for a replacement wheel is just under \$900.) The same is true with service: K900 owners should get three years or 37,500 miles of complimentary scheduled maintenance with use of a Cadenza or K900 loaner car—when available. That's more than what Lexus or Mercedes-Benz offer, but K900 owners might consider asking the dealership if a Cadenza or K900 loaner car will be available before making a service appointment.

There were three issues with the K900. One was the fuel-filler door, which refused to open on occasion when the fuel-filler-open button inside the car was pressed. True to Murphy's Law, it never

reappeared when I was at the dealer. The other issues concerned the LED headlights, which would on very rare occasions turn themselves off when it was clearly dark, and then after a few seconds turn themselves back on. The infrequency of the issue and how rapidly the system would fix itself made it near impossible to isolate or diagnose at the dealership. After one of the headlights was replaced because it began to point down toward the ground, I didn't experience the issue again. Our long-term 2012 Audi A8 had no problem areas during its time with us, but the \$100,115 luxury sedan had a three-year residual value of about 46 percent, just under the K900's 49 percent value after three years.

To put the K900's issues into perspective, during about a year in the *Motor Trend* garage, our long-term \$112,845 2013 BMW 650i Gran Coupe's consumed five quarts of oil between services, and our \$60,990 2014 Cadillac CTS Vsport's biggest problem was a faulty TPMS sensor, though it also had a differential issue that only affected 100 cars, all of which were owned by GM.

One year behind the wheel of Kia's most ambitious vehicle yet reveals a car with real potential. The reasonably quick and feature-filled but inefficient luxury sedan is far more spacious inside than most sedans costing less than \$80,000, and what the K900 lacks in prestige is made up for in exclusivity. With Kia already making minor changes to the K900's options and trims after just half of one model year, I can't wait to see how far Kia supports the development of a car I never imagined I'd drive: a 420-hp, Kia-badged large luxury sedan.



The K900 is offered with one wheelbase size and has a great deal of interior space.

2015 Kia K900 V8 POWERTRAIN/CHASSIS

DRIVETRAIN LAYOUT	Front-engine, RWD
ENGINE TYPE	90-deg V-8, alum block/heads
VALVETRAIN	DOHC, 4 valves/cyl
DISPLACEMENT	307.4 cu in/5,038cc
COMPRESSION RATIO	11.5:1
POWER (SAE NET)	420 hp @ 6,400 rpm
TORQUE (SAE NET)	376 lb-ft @ 5,000 rpm
REDLINE	6,700 rpm
WEIGHT TO POWER	11.0 lb/hp
TRANSMISSION	8-speed automatic
AXLE/FINAL-DRIVE RATIO	3.54:1/2.02:1
SUSPENSION, FRONT; REAR	Multilink, coil springs, anti-roll bar; multilink, coil springs, anti-roll bar
STEERING RATIO	15.8:1
URNS LOCK-TO-LOCK	3.0
BRAKES, F;R	14.2-in vented disc; 12.4-in vented disc, ABS
WHEELS	9.0 x 19-in, cast aluminum
TIRES, F;R	245/45R19 98V M+S; 275/40R19 101V M+S Continental ContiProContact

DIMENSIONS

WHEELBASE	119.9 in
TRACK, F/R	63.8/64.1 in
LENGTH X WIDTH X HEIGHT	200.6 x 74.8 x 58.7 in
TURNING CIRCLE	39.6 ft
CURB WEIGHT	4,637 lb
WEIGHT DIST., F/R	52/48%
SEATING CAPACITY	5
HEADROOM, F/R	40.2/37.6 in
LEGROOM, F/R	45.9/38.2 in
SHOULDER ROOM, F/R	59.1/57.2 in
CARGO VOLUME	15.9 cu ft

TEST DATA, PREMIUM; REGULAR

ACCELERATION TO MPH	
0-30	2.1; 2.2 sec
0-40	3.1; 3.2
0-50	4.2; 4.2
0-60	5.6; 5.6
0-70	7.2; 7.2
0-80	8.9; 8.9
0-90	10.8; 10.9
0-100	13.3; 13.5
PASSING, 45-65 MPH	2.7; 2.7
QUARTER MILE	14.0 sec @ 102.3 mph; 14.0 sec @ 102.1 mph
BRAKING, 60-0 MPH	122 ft
LATERAL ACCELERATION	0.80 g (avg)
MT FIGURE EIGHT	27.5 sec @ 0.64 g (avg); 27.6 sec @ 0.63 g (avg)
TOP-GEAR REVS @ 60 MPH	1,450 rpm

CONSUMER INFO

STABILITY/TRACTION CONTROL	Yes/yes
AIRBAGS	Dual front, f/r side, f/r curtain
BASIC WARRANTY	5 yrs/60,000 miles
POWERTRAIN WARRANTY	10 yrs/100,000 miles
ROADSIDE ASSISTANCE	5 yrs/60,000 miles
FUEL CAPACITY	19.8 gal
EPA CITY/HWY/COMB ECON	15/23/18 mpg
ENERGY CONS, CITY/HWY	225/147 kW-hrs/100 miles
CO2 EMISSIONS, COMB	1.09 lb/mile
REAL MPG, CITY/HWY/COMB	14.7/24.6/18.0 mpg
RECOMMENDED FUEL	Unleaded premium

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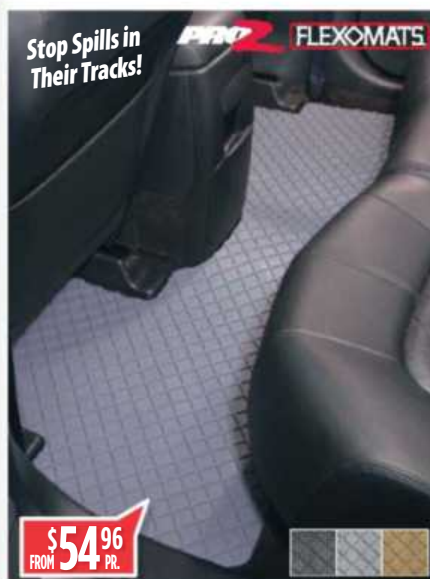
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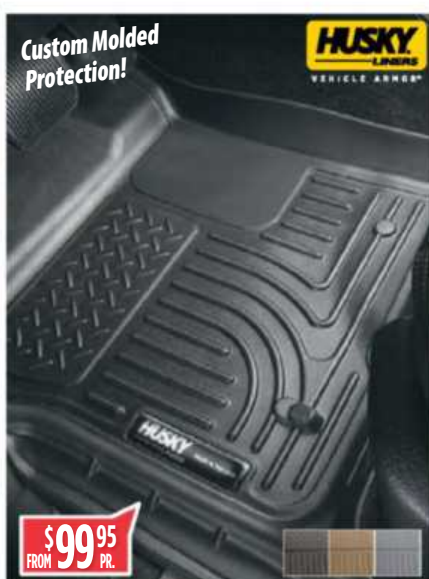
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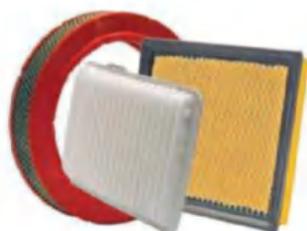
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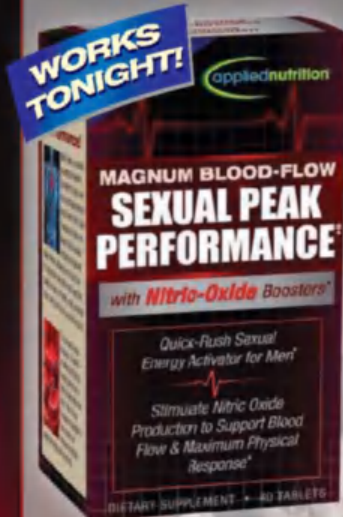
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Angus MacKenzie

The Big Picture



TECH CRUNCH WHY AUDI ISN'T INTERESTED IN F1



This year's 24 Hours of Le Mans race proved once again how ineptly Formula 1's power brokers have handled the transition to high-tech hybrid powertrains. Most of the race featured an enthralling battle between the Porsche 919 and Audi R18 e-tron Quattro hybrids. And no one complained about the noise the cars made.

Like F1, sports car racing's elite category—LMP1—features cars powered by fiendishly complex hybrid powertrains. However, F1 powertrain designers, from Ferrari to Renault to Mercedes-Benz, are all forced to build more or less exactly the same thing: a 1.6-liter, turbocharged V-6 attached to sundry energy recovery, energy generation, and energy storage systems.

The LMP1 regulations, by contrast, are framed to reward powertrain designs that deliver efficiency and performance. The internal combustion component of the powertrain must be a four-stroke petrol or diesel engine with no more than four valves per cylinder. Aside from some detail restrictions—regular valves only, and a limit on the supercharging pressure ratio and fuel flow rates, for example—that's about it. The tricky part is that you're only allowed to expend a certain amount of energy per lap. And the amount allowed varies depending on what fuel you use, and how much electrical energy your powertrain is capable of releasing.

The point is that by allowing engineers more

freedom to focus on what they need to achieve instead of telling them how to achieve it, LMP1 racing perhaps offers a greater test of their ingenuity, and race fans much more variety to enjoy. At Le Mans this year, Toyota's TS040 hybrid featured a naturally aspirated 3.7-liter, gasoline V-8; Audi's R18 a 4.0-liter, V-6 turbodiesel; and Porsche's winning 919 a 2.0-liter, gasoline-fueled turbocharged V-4. And all were gunning for outright victory.

More critically, though, the LMP1 regulations allow manufacturers to use an elite racing category as a laboratory for technologies that will ultimately improve the cars we drive. "Le Mans racing is quite close to our road cars," says Ulrich Hackenberg, the VW Group board member responsible for technical development. "The transfer of technology is quite organized." Asked for examples, he cites the steel pistons and electric turbochargers in the R18's engine, technologies that will soon appear in diesel-powered Audi road cars.

Audi's head of motorsport, Wolfgang Ullrich, agrees. "The link between road cars and race cars is there," he says. The future of road car development, like the secret to lapping the legendary 8.46-mile Le Mans at record speed in 2015, is all about making the best use of available energy resources, Ullrich says. Uh huh. But why should we care? "The more

efficient cars are, the longer we will be able to enjoy them." Bingo.

In LMP1 racing, high-tech hybrids are cool. In F1, all anyone talks about is the noise they make. (Blame Ferrari: Technical advisers to F1's rule makers originally proposed a turbocharged, 1.6-liter inline-four, but former Ferrari boss Luca di Montezemolo insisted on the flatulent-sounding V-6, and what Ferrari wants in F1, it usually gets.)

Worse, F1's farcical restrictions on powertrain testing and development during the season are a disincentive to manufacturers entering the category. On the eve of the launch of the new hybrid-powered Acura NSX, former F1 world champ Honda, whose underperforming powertrains are the prime reason for the McLaren team's worst grand prix season ever, must surely be regretting its return to F1 racing. Especially as its engineers probably know what needs to be fixed or improved, but can't because the rules don't allow it.

There have been rumors that Audi has been mulling an entry into F1. Ulrich Hackenberg, a man with the juice at VW Group to make it happen, merely shrugs: "LMP1 is interesting to us because while the rules are very tight, it is not so limited in the technology. We don't see that in F1. If F1 allowed technology that was close to our road cars, we would look at it." ■

LMP1 regulations allow manufacturers to use an elite racing category as a laboratory for technologies that will ultimately improve the cars we drive.



A DAY AT THE LAB
Audi on the track during practice for the 2015 24 Hours of Le Mans.

THE TALE OF THE ALL-NEW 2016 VOLT

AS TOLD FROM AN ENGINEERING AND DESIGN PERSPECTIVE.

We sat down with Executive Chief Engineer Pamela Fletcher and Executive Director of Global Design John Cafaro to talk about the engineering and design innovation that went into creating the revolutionary next-generation Volt.



*Preproduction model shown. Actual production model may vary.
Available Fall 2015.*



*Preproduction model shown. Actual production model may vary.
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*Preproduction model shown. Actual production model may vary.
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Available Fall 2015.*



PAMELA FLETCHER

CHEVROLET EXECUTIVE CHIEF ENGINEER
ELECTRIFIED VEHICLES

What are some of the technological breakthroughs in the all-new Volt?

Customers tell us they love range, so we wanted to give them more range. We've fine-tuned the aerodynamics and drag coefficient, resulting in up to 53 miles of pure electric range,¹ nearly 40 percent more than the current-generation Volt. The all-new Voltec propulsion system optimizes two new motors for prime power delivery, while increasing efficiency. Volt offers 420 miles of total range,¹ without having to stop and plug in. The improvement in fuel economy and EV range will save time otherwise spent at the pump as owners can expect over 1,000 miles between fill-ups by charging regularly,¹ providing a more convenient driving experience for our customers.

What are the other differences between the first- and second-generation Volt?

The first-generation Volt was a breakthrough vehicle, and the second-generation Volt takes that idea even further. Volt is the no-compromise electric vehicle with a gas-powered generator on board to take you hundreds more miles beyond its battery range. We worked around every system of the car to make it more efficient and the new vehicle is over 230 pounds lighter than its predecessor. We also have an all-new battery cell that delivers 20 percent more energy by volume.² It's more energy dense but weighs 21 pounds less than the Gen I Volt with a lot more capacity.

*“Customers tell us they love range,
so we wanted to give them more range.”*

Pamela Fletcher

CHEVROLET EXECUTIVE CHIEF ENGINEER, ELECTRIFIED VEHICLES



JOHN CAFARO

CHEVROLET EXECUTIVE DIRECTOR
GLOBAL DESIGN

How did you approach exterior design for the all-new Volt?

When we started putting pencil to paper on the all-new Volt, we wanted something exciting-looking. We knew it was going to have four doors, but we really wanted something sleek with a coupe aesthetic. The biggest change from Gen I to Gen II from an exterior standpoint is that the car's just got a lot more attitude. We spent 340 hours in the wind tunnel, validating and tuning the exterior surface like you might tune a guitar, dialing in the notes just perfectly so they sound right. There is this hint of something beautiful and functional about the car's new shape. We made the all-new Volt more dynamic and more gestured. It's Eco with an attitude.

What interior enhancements have you designed into the vehicle?

We added seating for five, which was important to our customers. Additionally, we added richer materials throughout the interior so it's more sculpted, swept and has a lot more movement. In the center stack, we made the controls more intuitive and added a new interface. Apple CarPlay³ is a phone integration technology that allows you to conveniently access compatible smartphone apps on the Chevrolet MyLink touch-screen⁴. Chevrolet design has evolved through the years and we're looking at things totally differently. We're taking some risks along the way, but that's what makes life exciting.



¹ EPA-estimated 53-mile EV range based on 106 MPGe combined city/highway (electric) and 42 MPG combined city/highway (gas). Actual range varies with conditions. ² Comparison to the initial 2011 Volt battery cell.
³ Vehicle user interface is a product of Apple and Apple's terms and privacy statements apply. Requires compatible smartphone and data plan rates apply.
⁴ Full functionality requires compatible Bluetooth and smartphone, and USB connectivity for some devices.

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